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## In This Issue

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### N.Y.C. Handles "Big Inch" Oil ..... Page 446

At Norris City, Ill., temporary terminus of the country's largest pipe line—where nearly 125,000 cars of oil have been handled in less than seven months—as many as 1,211 loads have been shipped out in one day, with as many empties inbound.

### Triple-Deck Troop Sleeping Cars ..... 449

The first of these 1200 new Pullmans, called for completion by the first of the year, will be placed in service next month.—Approved by officers of the Transportation Corps, this new type sleeper is built with an eye to comfort, there being, for night occupancy, 30 individual beds.

### Session on Wood Preservation ..... 456

Partly because of need for increasing port shipping facilities, in part by reason of industrial activity, and also because of other demands incident to the war, the wood preserving industry showed record-breaking gains in 1942 for piles, wood blocks, lumber, timbers.—Tie treatment rose 13.7 per cent.

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The Railway Age is indexed by the Industrial Arts Index and also by the Engineering Index Service



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# The Week at a Glance

## ACCIDENTS NOT SURPRISING:

The recent increase in fatal train accidents is deplorable—but those familiar with the behavior of the relevant statistics, and other pertinent circumstances, would have had more to wonder at in a “flat” or declining curve of such misadventures than in an ascending one. The controlling factors are examined in the leading editorial herein. When train movements increase, occasions when accidents are possible rise disproportionately—just as they fall disproportionately when traffic wanes. In addition to the unavoidable statistical increase in “potential” mishaps—there are further attendant conditions (e. g., denial by government authorities to the carriers of adequate materials and labor) which are converting rising hazards into mounting totals of actual casualties. Extreme care and precision by railroad people in performance of their duties is the principal restraining influence on accidents—but this beneficent force cannot work effectively when scantied of men and materials.

**WHOSE TURN IS NEXT?:** The spotlight of war has, on the great stage of transportation, picked out some little-known “members of the ensemble” and given them an opportunity to shine as stars of the first magnitude. Norris City, Ill., and the single-track New York Central line serving it, were thus placed in a stellar role by the chance that Mr. Ickes ran out of pipe for the first installment of his “Big Inch” at that point; and that village became one of the points of concentration of the nation’s battle for its traditional freedom. Despite many obstacles, 125,000 cars of oil were moved out of Norris City in seven months—the manner of so doing being set forth in an article in these pages. Chance may select opportunities for greatness, but only those that “have what it takes” can realize them.

**NO HARM IN ASKING:** “The burnt child avoids the fire”, and railways which have had recent difficulties in getting authority for, or deliveries of, roadway maintenance equipment may tend to restrict their efforts in this direction—as time wasted—though their need may be greater than ever. An editorial herein suggests that signs are not wanting that some relaxation in the tight supply may soon occur and, when it does, those carriers which have not desisted in their demands because of deferred fulfillment, will be the ones to benefit when the gate is opened, be it ever so slightly.

**THOSE TRIPLE-DECKERS:** The troop-carrying sleepers, reported and illustrated by us last week from their exhibition at Washington, are described in detail in an article in this issue. Entrance doors are at the side. Trucks are passenger-car standard. Insulation is thorough. Screened windows are large, for easy vision. Toilet facilities are comfortable. Standard Pullman bedding is used, and berth curtains are

available when cars are used by, or interiors are visible to, other than masculine fighting forces. Army leadership, Pullman, the railroads, the armed forces, and the American people may be grateful, and exchange mutual felicitations on this job.

**REMOVAL BY PROMOTION:** The chairman of the Transportation Study Board, Nelson Lee Smith, voted last March against his two colleagues in their recommendation to Congress that it direct the I.C.C. to establish nation-wide uniformity in freight classification and class rates. Now Dr. Smith has been given a new job—on the Federal Power Commission.

**WANING STATES’ RIGHTS:** The state regulatory authorities, meeting in Chicago this week as reported herein, heard a speech from their counsel in which he approved, generally speaking, the present division of regulatory authority between the state and federal governments. He is fearful, however, of further legislation—because the Supreme Court has left few barriers to inroads on state autonomy, if Congress wills such invasion. The regulators passed a resolution against the pending Aviation Bill, S. 246, which would deny to the states regulatory power over air commerce. They also resolved against Senator Wheeler’s S. 942, which would entail I. C. C. scrutiny of “bureau” rate-making.

**INCOME & DIVIDENDS:** Despite all the talk about large railroad “profits” (which Thurman Arnold denounced as “inflationary” on the radio a week ago) it is clear that stockholders are getting a very meager look-in on them. In the news pages herein is tabulated the net income earned by Class I railroads in 1942, and the dividends paid in the first half of 1943. Out of 130 Class I railroads in 1942, 86 earned more net income than in 1941, 27 earned less net income than in the preceding year, and 17 suffered deficits in the net income account. Nevertheless, with 113 Class I railroads having earned net income in 1942, only 36 (or less than one-third) of them paid any dividends whatsoever in the first half of 1943. Of the 36 railroads which have paid dividends so far this year, 19 made the same disbursement as in the first half of 1942 and only 11 railroads have made larger payments than they did a year ago.

**HELP FROM EMPLOYEES:** How the employees’ suggestion system on the Illinois Central is working is revealed in a report in the news pages of this issue, of an address by the program’s manager. In the fifth year of operation of this system, the number of suggestions received has grown constantly—as has the number of cash awards. Indirect benefits both to employees and the company, in the development of a closer spirit of co-operation among them, are believed to exceed those which can be quantitatively expressed.

**CARRIERS ASK FAIR SHAKE:** It was revealed last week that A. A. R. directors at the end of July adopted a resolution instructing Messrs. Pelley and Fletcher “to take such action as may seem to them wise to remove any restrictions preventing a free use and equal opportunity to the railroads in the air field, the truck field, the bus field and the field of waterways.” This step, obviously, is a necessary one if the railroads are to develop into “all-round transportation companies”—a goal long urged upon them, in the public interest, by leading disinterested students of transportation; and vigorously opposed by monopolizers of the areas of transportation which the railroads are advised to enter. To the opposition of these monopolists has now been added the perennial objecting voice of Senator Wheeler, and the uncandid vehemence of Thurman Arnold who, in his campaign against monopoly, persistently “wrenches the true cause the false way.”

**ADVICE ON ACCIDENTS:** The publication “Labor”—which is seldom at loss for self-assured answers to the most complex problems of railway management—has uttered clairvoyant findings on the cause of recent accidents, such as the derailments of the “Congressional” and the “Century”. This cause is found to be that “Joseph B. Eastman and other theorists” have been “urging the junking of laws designed to safeguard both employees and the public”. In other words, the maintenance and extension of “featherbedding” is this authority’s prescription for making railroad-ing safer. Which is to say that, according to this analysis, you make a railroad accident-proof by multiplying the men in a cab or a caboose, liable to be hurt when a mishap occurs. You also reduce exposure to train accidents when (in obedience to train limit laws, but in defiance to those of statistics) you magnify the number of trains.

**NO “THEORIST” THEN:** “Labor’s” strictures against Mr. Eastman are largely bottomed on a statement by D. B. Robertson, who expatiates, but with wise avoidance of the concrete facts, upon the public advantages of the rules he deems beneficent, but which unkindly critics call “featherbedding.” It so happens that in the Weekly Magazine of the Christian Science Monitor for September 4, Mr. Robertson quotes Mr. Eastman in defense of the “dual basis” of pay and there observes that the O. D. T. director speaks “understandingly” (sic) on this subject. This is to say—Mr. Eastman has “understanding” when he promotes the Brothers’ prejudices, and is a “theorist,” an “amateur,” and even a “Caesar” when he opposes them.

**BARRIERS AGAINST NEGROES?:** The inquiry by a Presidential committee, to ascertain whether or not railroads and railroad unions are discriminating in employment and promotion against negroes, was begun this week.



We've only been knocking at that door . . . Midway . . . Guadalcanal, Attu, Buna, Munda . . . Tunisia, Pantelleria, Sicily . . .

Magnificent actions all . . . but only steps that have brought us to the threshold of Victory.

Now it's here. *Invasion!*

But we've got to back these fighters with a fighting home front.

The 3rd War Loan Drive is on. The quota is \$15,000,000,000.

The United States Government is asking you to invest in at least an *extra* \$100 bond during

September. But the job doesn't end there. We've got to get our family, friends and fellow employees to invest in their share of these victory-producing bonds and back the attack that has brought us this far.

Remember, this is what we've been waiting for. This is *invasion!*

**back the attack with war bonds!**

*The Okonite Company, Passaic, N.J.*  
manufacturers of insulated wires and cables since 1870



# RAILWAY AGE

## *The Increase of Railway Accidents*

The recent series of bad railway accidents has shocked but not surprised those familiar with the history of such accidents and with the difficulties under which the railways are carrying on. It is almost axiomatic that a large increase of traffic will be accompanied by a relatively greater increase of accidents. During World War I, when the increases of both passenger and freight traffic were small compared with those that have occurred within the last two years, the number of passengers killed increased from 246 in 1916 to 471 in 1918, and the number of employees killed from 2,941 to 3,419.

American railways improved their accident record more, perhaps, than any other industry in the world between World War I and World War II. The number of passengers killed in 1941 was only 48 and the number of employees killed, 807; and this was the largest number of employees killed since 1930.

As passenger and freight trains use the same tracks, an increase of freight traffic tends as strongly to increase accidents as an increase of passenger traffic. The increase of passenger traffic in 1942 was 24 per cent and of freight traffic, 39 per cent. In addition, government restrictions unprecedentedly interfered with the railways getting new equipment and materials needed to keep their properties in condition for efficient and safe operation; and in 1942 the number of passengers killed increased to 111 and the number of employees killed to 941.

The restrictions on new equipment and materials have not been relaxed in 1943, the shortage of manpower, whether experienced or inexperienced, for all railway purposes has become acute, the increase of freight traffic has continued, and the increase of passenger traffic has been enormous. In the first five months of 1943 the volume of freight traffic handled was 24 per cent larger than in 1942, and 72 per cent larger than in 1941; the volume of passenger traffic, 95 per cent larger than in 1942 and 195 per cent larger than in 1941. But in the first half of 1943 the railways were able to order only \$450 million of equipment and materials, as compared with \$596 million in the first half of 1942. The number of passengers killed in the handling of this avalanche of traffic increased from 26 in the first five months of 1942 to 44 in 1943; and the number of employees killed from 357 to 399.

The facts given show that, considering the conditions, the safety record of the railways had been well maintained until recently. They had no difficulty in getting equipment, materials or manpower in 1929, and ordered \$734 million of equipment and materials in the first half of that year. They handled 43 per cent more freight traffic and 73 per cent more passenger traffic in 1942 than in 1929, and at much higher speeds. Yet passengers killed in 1929 totaled 114; in 1942, 111. Employees killed in 1929 numbered 1,428; in 1942, only 941.

Managements and employees are justly proud of the remarkable record that they made in increasing the safety of railway travel and employment during the last one-third of a century. They have exerted themselves during the war to maintain that record; and safety in railway operation always depends principally on how officers and employees do their work. But they cannot make bricks without straw. They cannot keep the physical properties in safe condition or operate them safely without enough of equipment, materials or manpower. Persistence of government agencies, after they have been warned for years, in denying adequate equipment and materials, and in depleting manpower have been causing steady deterioration of locomotives, cars, tracks and other permanent structures. It is only reasonable to expect that continuance of these policies will cause continued increase in the toll of accidents.

Efficiency  
FOR VICTORY

## Throwing the Railroads to the Socialist Wolves

There is a literary tradition to the effect that, in rural Russia of old, the accepted technique by which a sled-full of Muscovites protected themselves from an attacking wolf-pack was to toss tidbits to the beasts to take the edge off their appetites and distract their attention. Any provisions in the sled were thrown out first, and then the family pets. If these did not serve to divest the pack of its zest for attack, then out went grandpa and grandma, and, one by one, the children.

The modern name for this strategy in dealing with an enemy is "appeasement." It never provides more than temporary safety for those who practice it, and always results in strengthening the opposition while it progressively weakens the defenders. It is not an expedient which ordinarily recommends itself to virile and self-confident combatants. Nevertheless, this device appears to be a principal reliance by which a large segment of organized business expects to avoid, or at least delay, its own post-war socialization—the railroads having been tacitly selected as the victim to be thrown to the encroaching horde.

Witness a pamphlet recently issued by the Chamber of Commerce of the United States entitled "Plan Now for Future Public Works"—which, even on its face, is a peculiar preachment to issue from hierophants of the temple of free enterprise. There are, of course, "works" the provision of which is a legitimate governmental function—that is, those which are non-economic (such as military edifices, court-houses, schools and parks). But this Chamber of Commerce tract does not limit itself to these. Here is what it says:

"In the post-war period there will be undoubtedly initiated a program of great federal public works projects of the kinds with which we are familiar and of new kinds dictated by new conditions. This may include the rivers and harbors work of the Corps of Engineers, the federal-aid highways program of the Public Roads Administration, reclamation work and probably a new large-scale development of airports for civil use, all beyond the scope of local governments."

To be sure, at another place in the booklet, it is stated that "public works do not (or should not) produce saleable commodities in competition with free enterprise". Here, plainly, the authors of the tract are thinking only of non-transportation enterprise, because, obviously, toll-free superhighways, waterways, and airports built at the expense of the federal government would certainly "produce saleable commodities in competition with free enterprise"—yet that fact is ignored by the pamphleteers in their advocacy of these works; and no system of tolls or other safeguards is proposed to correct it.

The Chamber's president, Eric Johnston, has lately been in England doing missionary work in behalf of

free enterprise. He is also proselytizing in its behalf, and very ably, too, in the popular press. Meantime, a substantial proportion of the membership of his own organization, and even its paid staff, as this pamphlet shows, are unshaken in their adherence to transportation socialism.

## What Price Safety?

Accident prevention in a railroad shop, enginehouse or car repair yard is well worth paying a good price for. This is true under any conditions and in normal times, but is even more so in these days of equipment and manpower shortage. Accidents bring grief and suffering to employees and their families and cut down production and operating efficiency. Their effect upon war production in industry today is such that a large group of outstanding industrial and transportation leaders, under the direction of the National Safety Council and with the full approval of the federal government, have been giving much time and effort and have secured several million dollars to stage a more intensive and extensive accident prevention program. Of interest, also, is the fact that this program covers every activity of American life, since statistics show that off-the-job accidents are numerous and greatly increase industrial absenteeism.

The September "Railway Mechanical Engineer" features a roundtable discussion on accident prevention. While many detailed suggestions are made to improve the safety records, in a broad way several factors stand out in strong relief. Accident prevention must, for instance, have the wholehearted interest and support of top management. Foremen and supervisors are the key men and must not only "talk safety," but must practice it continually and aggressively; under their leadership the workers must be taught and trained so effectively that they will react automatically to safe impulses. This means deliberately taking time out to do the job, but the resulting improvement in efficiency and production is claimed fully to warrant so doing.

It is the custom, as an example, in the Milwaukee shops, for each individual foreman to discuss accident prevention matters with his men for ten minutes at the beginning of each shift. A blackboard is available on which one safety rule is written each day. It is the practice on some railroads to ascertain clearly the cause of every accident, whether it involves loss of time or not, and to see that the findings are brought to the attention of all concerned in a forceful and constructive manner.

Accident prevention is no simple or easy task; it takes time and thought and effort. As one safety officer aptly expresses it, "Safety, like every other worth-while thing, must be bought and paid for. It is not cheap—there are no bargains, but it is worth the price."



## Prepare Budgets for Work Equipment Now

Mechanized equipment for use in maintaining and repairing tracks and structures ranks high among the more urgent present needs of the railroads. During the last two years they have not been able to obtain as much of this equipment as they have needed for the proper maintenance of their fixed properties, while during recent months, the unprecedented wear and tear on these properties, accentuated by the acute shortages of manpower, have made it necessary to use the equipment available with maximum intensity, with the result that many of the units on hand are worn out and in need of replacement.

Maintenance officers have naturally been making strenuous attempts to secure the new machines that they need so badly, and they have been successful in obtaining a considerable amount of equipment this year. Nevertheless, it has been an up-hill struggle. The WPB has frequently pared their requests severely, and even after they have received permission to make purchases it has often happened that deliveries have been slow. In fact, in some cases railroads are still awaiting delivery of certain types of work equipment for which they placed orders last year.

There is some evidence to support the belief that this situation may soon show marked improvement. In the first place, builders of work equipment are generally more optimistic regarding their ability to fill customers' needs. Further, some companies are being permitted to build up stocks of equipment which are available for immediate delivery to purchasers with adequate priority ratings. Finally, there has already been a tangible improvement in deliveries of certain items.

With matters thus in a state of flux, it is important that maintenance officers be prepared to take advantage of any improvement in the situation to obtain needed equipment. One way in which they can do this is to take immediate steps to prepare their budgets for next year's needs to the end that orders may be placed as quickly as possible.

Management can also help by approaching the consideration of such budgets with a sympathetic understanding of the difficult problems facing their maintenance departments.

A few years ago it was necessary to guard against the tendency to acquire a "depression complex". In present circumstances, it is equally important to avoid permitting a "shortage complex" to influence one's thinking and actions. There are indications that the situation regarding maintenance of way equipment is changing for the better, and those who now adopt the measures necessary to take advantage of this change will be most likely to obtain the equipment needed for next year's programs. The old adage regarding the "early bird" still prevails.

## Do Rates Locate Industry?

I have never heard of a properly located and well managed industry having to discontinue its operations because it did not have and could not obtain a proper rate adjustment. Two of our officers, who are not experienced in rate matters, but are in a position to observe the effect of rates, recently made two statements which to me were most significant. The first was to the effect that it had been his observation that freight rates followed the industry and not the industry the freight rates, and the second was to the effect that he had never failed in all of his career to locate an industry because of inability to obtain proper rates.

A man undertaking with rates to reverse the flow of traffic would be just as ridiculous as a man standing in the Mississippi river at New Orleans, undertaking with a hay fork to reverse the flow of that mighty stream as it surges to the Gulf of Mexico, and he would be as unsuccessful. As water seeks its level, so traffic seeks the destinations where it is needed.

—J. C. Freight Traffic Manager J. L. Sheppard in the I. C. Magazine.

## More Than Half Way

Beset with the problem of doing more with less material and less manpower, it is the natural tendency for operators and maintainers to do the best they can with what they have. Occasionally a bold spirit meets the situation more than half way.

A case in point is that in which the Rock Island needed an explosion-proof motor starter for use in a grain elevator. No manufacturer could be found who had one to sell and the situation apparently called for waiting until one could be made. A study of catalogs, however, disclosed the fact that explosion-proof push-button stations and explosion-proof contactors were available. Accordingly a push-button motor control was designed and installed with the necessary resistances mounted out-of-doors. It provided only four instead of many speeds, but this was sufficient for the purpose, and the cost was less than \$300, as compared with \$1,500 for a new starter.

Another illustration is the decision of the Norfolk & Western to adopt one-wire systems for lighting on its steam locomotives not equipped with cab signals. This will be applied to new locomotives being built and to existing locomotives that need rewiring. It will not be used on locomotives equipped with cab signals since the I. C. C. requires an insulation resistance of one megohm between the wiring and ground. The one-wire system, which is essentially that used on all automobiles, conserves critical material, notably copper and rubber, and simplifies the wiring.

These two illustrations are examples of how difficult conditions were met in an ingenious manner. More than that, the engineers had the courage to question the need for adhering to established practices, and in the process of meeting a situation they have originated new methods which may permanently replace the old.

# N.Y.C. Handles "Big Inch" Oil

**Moves 125,000 loaded tank cars to  
relieve Eastern gasoline shortage**

**A** YEAR ago, Norris City, Ill., was a sleepy country town of 1,500 inhabitants. So rapid are the changes brought about by wartime activities, however, that between February 19 and September 1 of this year, 124,193 carloads of oil were loaded at this small station and moved by the New York Central and its connections to the eastern seaboard. At Norris City, where one station agent once comprised the entire force employed by the N. Y. C., as many as 1,211 cars of oil have been shipped out in one day and this involved, of course, the inbound movement of a like number of empty tank cars.

All of this came about because the "Big Inch"—the 24-in. pipe line that now connects the oil fields of Texas with the eastern refineries—came to a temporary stop at Norris City. Last year, Petroleum Co-Ordinator Ickes was given authority to purchase 534 miles of 24-in. pipe and when this length was plotted on the map along



Coal Had to Be Moved Too

the route via which the pipe line was to be built, eastward from Longview, Texas, Norris City was as far as this amount of pipe could go, and it was accordingly selected as the temporary terminus of the country's largest pipe line. By February 19, 1943, oil began to be loaded at Norris City and the movement continued in quantity until July 15, when the eastern section of the pipe line was completed.

Norris City is served by the N. Y. C. and a light traffic branch of the Baltimore & Ohio, but, since the latter line would have had to be practically rebuilt to take its share of the temporary movement, it was decided to use the N. Y. C. exclusively. The oil terminal is situated on what was formerly the Cairo division of the New York Central (C. C. C. & St. L.), a single-track line extending between Danville, Ill., and Cairo, 260 miles. Norris City is 170 miles south of Danville (298 miles south of Chicago) and 90 miles northeast of Cairo. This line was consolidated some years ago with the St. Louis division, under the jurisdiction of a superintendent whose headquarters are at Mattoon, Ill. The former division headquarters of the separate Cairo division, including yards, shops, etc., were located at Mount Carmel, Ill., 44 miles north of Norris City and this fact, as explained later, determined the method of operation to a large extent.

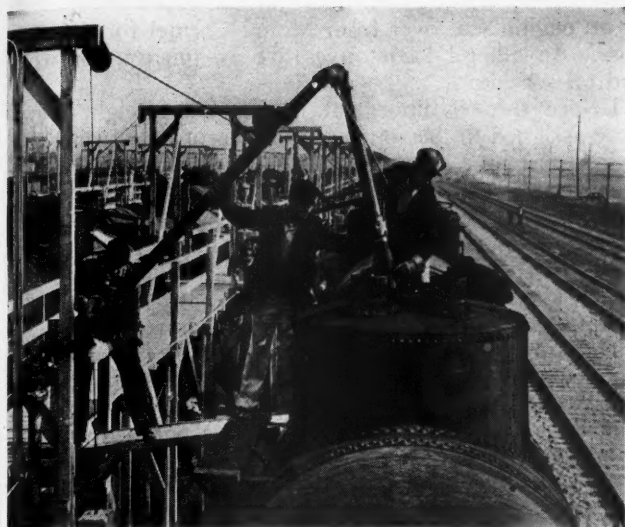
## The Pipe Lines

The pipe line has a theoretical capacity of 300,000 barrels a day, but this has not yet been reached for a variety of reasons, although as much as 275,000 barrels a day have been pumped through at a speed of 5 m. p. h., which is standard for this line. Its full capacity has never yet been reached because, when first installed, it was filled with water for test purposes and this water settled in the low spots, so that, during the first few weeks after the pumping of oil began on February 19, 1943, the pipe line produced about 30 per cent water and 70 per cent oil. Then, on May 19, the pipe line broke and was out of service until May 26. By that time, a flood of unusual severity on the Wabash river had washed out parts of the railway (and also some of its important connections) and, because of continuing high water on the tracks, trains could not be operated over certain important sections of the line until June 7. The break in the pipe line was temporarily repaired by a detour of 20-in. pipe, which was not replaced by standard 24-in. pipe until the middle of July and this, of course, also curtailed the flow of oil. Nonetheless, the pipe line and railway officers, by a great deal of ingenuity and hard work, managed to move nearly 125,000 cars of oil out of Norris City in less than seven months, despite all these interruptions—a truly remarkable feat and one that was highly important to the war effort.

The facilities at Norris City include 15 storage tanks, with a capacity of 80,000 barrels each. There are three loading racks, of which only two have been in service, the third being held in reserve pending the completion of a 20-in. pipe line for gasoline and other petroleum products which will soon be in service as far as Norris City. Each of the loading racks has facilities for loading 46 cars at one time on each side and, under normal operations, 50 cars of oil per hour can be loaded at Norris City.

The "Big Inch" has now been completed to the East and it was pumped full of oil on July 15. However, since the booster pumping stations along the line were not completed until September 1, the N. Y. C. continued to handle a sizeable amount of oil. Meanwhile, the 20-in.





The Loading Racks at Norris City

gasoline and products line was completed as far as Norris City and the N. Y. C. will continue to handle such products until about the first of the year, when that line, too, will have been completed to the East.

### Handling the Tanks on Round Trip

This oil movement, like the all-rail oil handling from Texas, is set up on a basis of symbol trains. The destinations and routes of such trains from Norris City are listed later. During the peak movement, 10,000 tank cars were assigned to the Norris City pool. To destinations such as Pittsburgh, Pa., the turn-around on these cars averaged only 6½ days; destinations in eastern Pennsylvania and some New Jersey points averaged



Empties and Loads in the Middle Yard at Mount Carmel

8-day turn-arounds; while for the most distant points, a 10-day turn-around was made. Representatives of the Office of Defense Transportation kept the movement under constant survey from origin to destination and also checked the return movement of empty tanks. The destinations and routes from Norris City follow:

Destination	Route—N. Y. C. to
Twin Oaks, Pa.	Lawrenceville—B. & O.
Blissville, N. Y.	Black Rock—D. L. & W.
Bayonne, N. J.	Suspension Bridge—L. V.
Bayway, N. J.	Black Rock—D. L. & W.—Hampton—C. N. J.
Girard Point, Pa.	Indianapolis—Penna.
Marcus Hook, Pa.	West Newberry—Reading
Pittsburgh, Pa.	Indianapolis—Penna.
Everett, Mass.	Mechanicsville—B. & M.
Baltimore, Md.	Lawrenceville—B. & O.
Point Breeze, Pa.	Indianapolis—Penna.
Petty's Island, N. J.	Indianapolis—Penna.
Fore River, Mass.	Marion-Erie-Maybrook—N. Y. N. H. & H.

### Local Operations

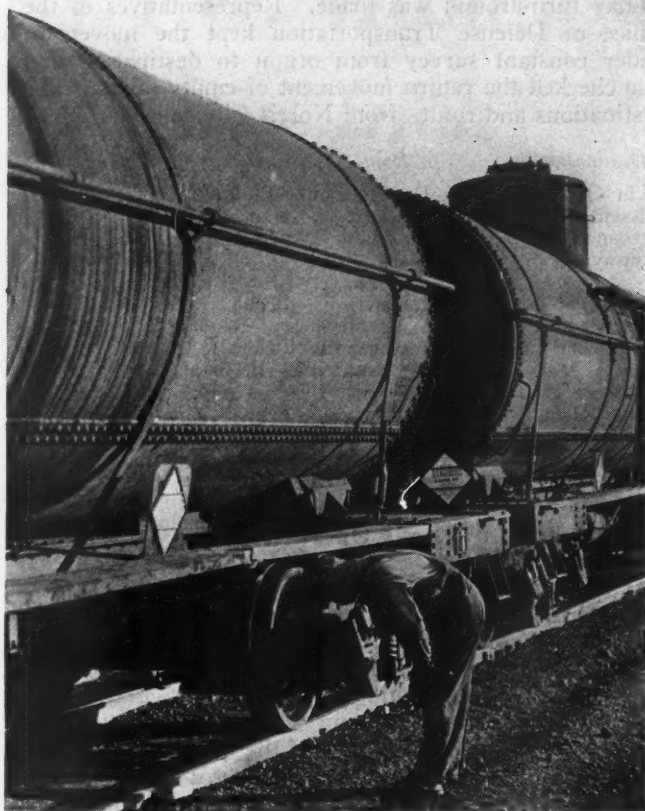
The pipe line company built its own yards at Norris City, consisting of two yards with six tracks of 300-car capacity each, and turned these facilities over to the New York Central to operate. Thus the railway had to fit its operations to existing conditions, particularly since there were not even coal and water stations at Norris City and the temporary nature of the business to be handled did not justify undue expenditures for new construction that would be used for only a short time. Since yards, engine houses and complete facilities were available at Mount Carmel, 45 miles distant, it was decided to use this terminal as a base of operations and to run the empty tank cars in solid trains from there and the loads back from Norris City in turn-around service. A crew comes in with a train of empty cars, turns the locomotive on the wye and returns almost at once with a train of loads. The empty trains make the trip in about 3 hours, southbound, and the loaded trains average about 2 hr. 45 min. northbound. The crews made the turn-around, as a rule, in less than eight hours elapsed time.

To handle the business at Norris City, the former staff of one agent has been increased to 21 employees; 1 agent, 3 operators, 1 stenographer, 9 bill clerks, 6 yard clerks and 1 yardmaster.

In view of the situation as to critical materials and also of the fact that the entire set-up is temporary, the loading racks were constructed of wood. When this wood became impregnated with oil, as it did in a few days, the resultant fire hazard precluded the operation of steam engines with any degree of safety. Accordingly, it was necessary to transfer two Diesel-electric switchers to Norris City from the eastern lines of the N. Y. C. These work 12-hr. shifts and when necessary, both engines worked simultaneously.

### Operations Had to Be Changed

The single-track line between Norris City and Mt. Carmel is well built and is laid largely with 105-lb. rail with a few stretches of 90-lb. rail. The ruling grade against the northbound loaded movement is 0.3 per cent. The passing tracks have a capacity of 80 cars. In normal times, approximately 100,000 cars of coal a year were handled over this line from Harrisburg to Mt. Carmel. In addition, some 40 cars of miscellaneous traffic per day each were handled over the line from Cairo and from Evansville. The coal was being handled in trains of 95 cars, but the addition of the oil movement



Careful Inspection Was a Prime Necessity

made it necessary to get the coal trains over the line faster and their maximum consist was cut to 75 cars. Since there is only one passenger train each way per day over this line, interference from this cause was negligible.

The oil movement was set up on the basis of 80-car trains of empties southbound and 75-car trains of loads northbound. As soon as the extra five car lots have been built into a train of 75 loads, they are handled north

by an engine sent over from Mount Carmel for the purpose. In all, 62 locomotives are assigned to the coal and oil service.

Before the oil movement began, four freight crews were assigned to the south end, between Mt. Carmel and Cairo, and nine crews to the north end, between Mt. Carmel and Danville. With the coming of the oil traffic, these have been increased to 11 assigned crews south and 29 crews north. This required the transfer of men from other districts and divisions, as well as hiring new men. The necessary cabooses were secured from points as far away as the Boston & Albany.

Despite the fact that this heavy movement was handled with a large number of men who were unfamiliar with the railroad, there were no serious accidents and no one was killed throughout the entire operation. This was due to increased supervision, which included three additional train dispatchers and an assistant trainmaster, as well as an additional road foreman and three traveling firemen. The superintendent of the division also made frequent visits to the territory.

### Operations at Mount Carmel

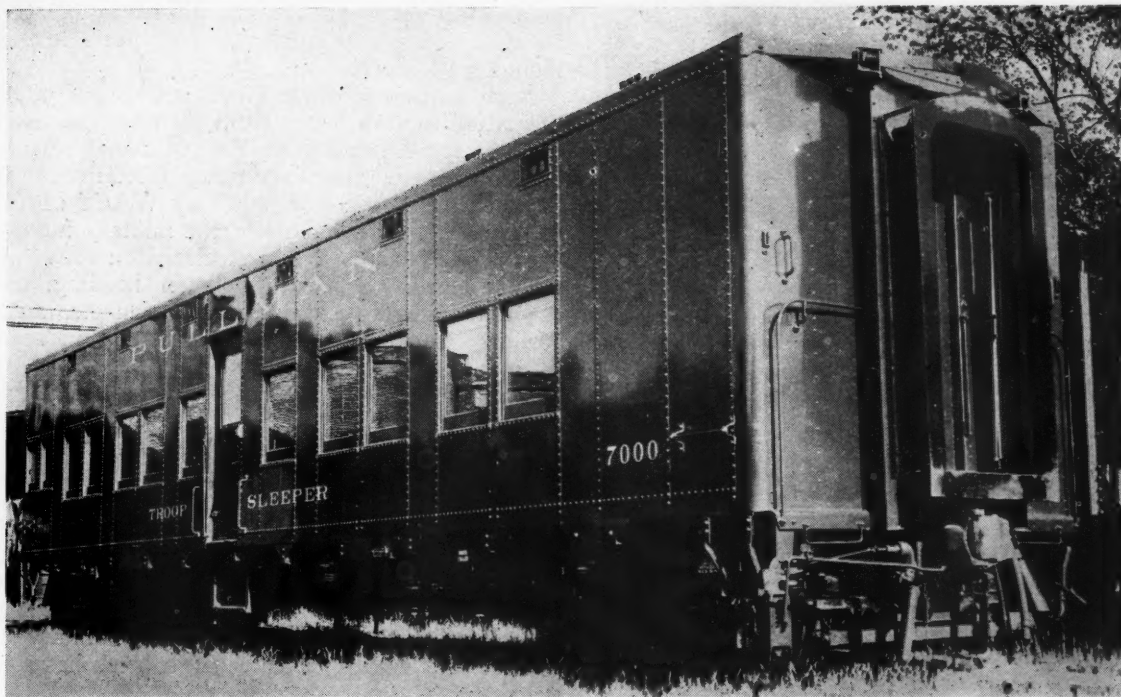
The terminal at Mount Carmel customarily handles between 1,300 and 1,400 cars per day, in and out. During the oil rush, as many as 5,500 cars were handled in and out of this terminal in one day, and the average was between 4,700 and 4,800 cars. This terminal is double-tracked for four miles and consists of three yards, of which the north yard is the shop yard. The middle yard, where empty cars are handled, consists of 10 tracks and has a capacity of about 350 cars. The south yard, where loaded cars are handled, consists of 7 tracks and has a capacity of about 300 cars. The maximum movement in and out of this terminal was 39 trains in one day. Six yard engines on staggered shifts served the yards.

The repair tracks in the north yard have a capacity of 80 cars. Prior to the oil movement, two men were employed on these tracks, which force was increased to 42 car men, of whom 30 were employed on the repair  
(Continued on page 451)



More Than 1,000 Cars of Oil Per Day Were Handled on the N. Y. C. Cairo Division





*Built by the Pullman-Standard Car Manufacturing Company, To Be Operated by the Pullman Company*

# Triple-Deck Troop Sleeping Cars

**The first passenger cars authorized since the beginning of the war and the first ever built exclusively for carrying troops**

**O**N the principle that nothing's too good for American fighting men, a new type of Pullman sleeping car, built by the Pullman-Standard Car Manufacturing Company and designed for transporting service-men with emphasis on comfort and efficiency, will be placed in service in October. Preview at Washington, D. C., on September 4 by officers of the Transportation Corps, Army Service Forces, who originally approved the design, it was the first of 1,200 cars incorporating a special triple-deck berth arrangement. Production schedules call for completion of the order by the first of the year.\*

## Principal Features of the Cars

The new Pullman triple-deck sleeper embodies primarily riveted carbon-steel construction with heavily reinforced ends and weighs 76,300 lbs. It is designed for full interchangeability with all other cars, is equipped with high-speed passenger-train-car trucks and springs, and therefore can be operated in any type of passenger train. The end doors are similar to those on standard railway passenger cars. There are no vestibules. Sliding doors on each side at about the center of the car, with trap doors and steps, facilitate loading and unloading. On each side of the main body of the car there

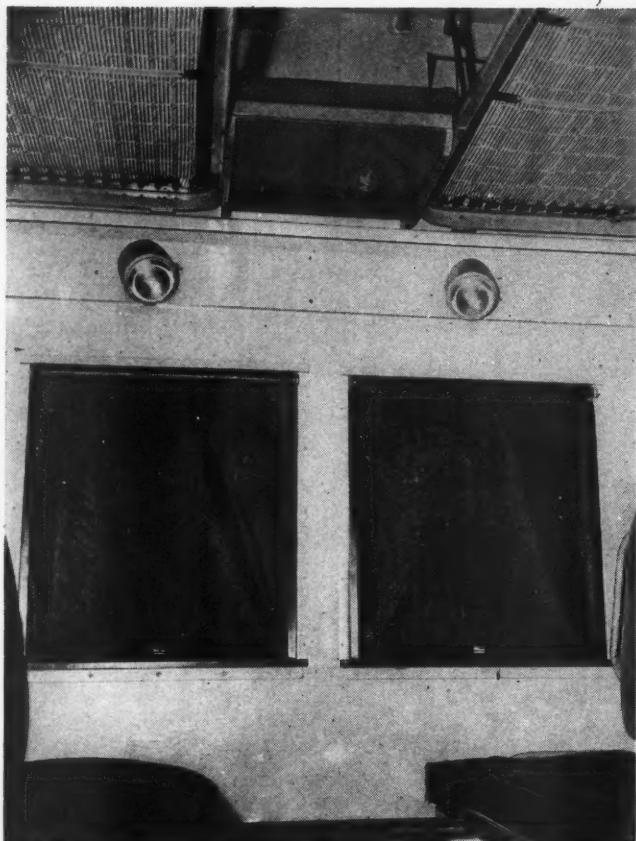
are ten sliding windows about 2½ ft. wide and 3 ft. high. Each window is equipped with roll shades and steel mesh screens. These large windows give ample light in the daytime, and, with the seats arranged for daytime occupancy, clear and unobstructed vision to the outside. Each window is easily raised or lowered so that fresh air may circulate freely throughout the car, as required. In addition to these main car windows, there is a window at each end of the car beside the wash basins and a window in each toilet room.

The car is thoroughly insulated. Eight exhaust ventilators in the roof and inlet ventilators in the sides near the eaves insure adequate ventilation under all conditions. A low-pressure, vapor heating system, with fin-type radiation, is installed. The heating is controlled by four hand valves, two placed on each side of the car, with stencil markings showing their location. The ceilings and sides of the car are lined with a composition material which makes a smooth interior, painted in three-tone tans.

When made up for night occupancy, with sleeping accommodations for 30 passengers, each in an individual bed, the car has berths arranged in tiers of three running crosswise, with the aisle along the side instead of in the center as in the conventional sleeping car. The floor is covered with brown asphaltum, designed to be durable and long wearing but soft and springy to the touch.

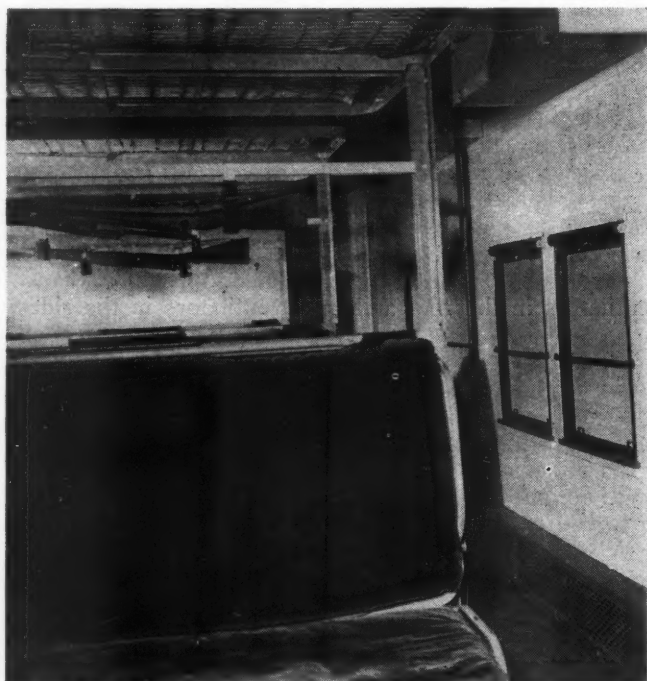
For daytime use, the top berths remains fixed, form-

\* See the *Railway Age*, September 11, 1943, page 420, for an account of the preview and the facts concerning the ownership and arrangements for the operation of the cars.



Each Section Has Two Automotive Type Lamps with Diffusing Type Cover Glass

ing a ceiling for the section and space for the storage of bedding and linen. The middle berth, which is hinged, drops down to form a back for the seat converted from the lower berth. The wide seats thus provided by each lower berth in each section are more than



The Intermediate Berth Forms the Back of the Seat During the Day—The Upper Berths Remain in Night Position—Lighting Battery Boxes Are Placed Over the Aisle

ample for three passengers, affording plenty of leg room and the opportunity for comfortable sitting or lounging positions.

Each berth has a steel bed spring and a mattress, the latter for the lower berth forming the cushion for the seat for daytime use. Each tier of berths has curtains for use when the cars are operated in regular trains or when the cars are occupied by WACS or WAVES, or other women members of the military forces. Pullman fabric guards have been placed on each upper and middle berth. Standard Pullman bedding, consisting of sheets, pillows, pillow cases and blankets, is furnished for each berth and while the cars are in service the linen is changed every night.

Two durable wooden coat hangers are permanently attached to each berth.

There are four wash basins, two at each end of the car, with cold and hot water faucets, and two enclosed toilets, one at each end of the car. Close by the wash basins are the time-honored Pullman razor slot for the disposal of used razor blades. Above the wash basins are wide, deep mirrors, and near by a paper towel dispenser and waste rack for used towels. There is a drinking-water cooler with a dispenser for sanitary drinking cups at each end of the car. Each berth has a rack for the soldier's gun.

The 30 berths are numbered and when the car is in service one of the end upper berths is reserved for the porter. Two porter's lockers are installed, one at each end of the car, for the storage of linen and other supplies. Between each pair of upper berths there is a rack for the storage of baggage or linen. This is attached to the side of the car at the level of the upper berths, to which it is bolted. The rack projects about 24 in. from the side of the car and does not interfere with access to the berth.

Perforated grilles cover all heating pipes throughout the car. An emergency tool rack, enclosed in glass, is located above one of the side doors for easy accessibility.

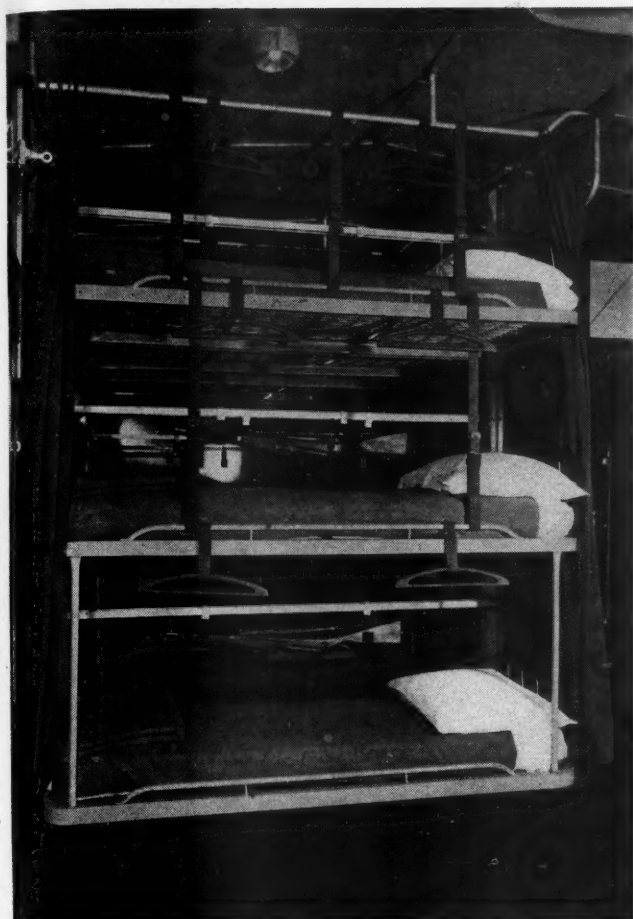
Two chemical fire extinguishers, enclosed in glass cases, of easy accessibility, are installed in each car. There is also a first-aid package in a locked container on one of the side walls.

The current for the electric-lighting system is furnished from replaceable primary-type batteries without axle generator equipment. The batteries are housed in steel boxes mounted on the side wall, approximately seven feet above the passageway floor. There are 12 fixtures, consisting of a metal casing containing a silver-plated reflector, a switch, and a diffusing type of cover glass. Two of these fixtures are mounted over the wash basins, one at each end of the car; two on each side of the ceiling in the center portion of the car between the side doors, and eight arranged in pairs on the side wall in each section. The 5¾-in. light fixtures are of the automotive type. For the night light circuit, there is one ceiling fixture in each toilet, one in front of each end door, and two in the ceiling of each passageway. These have reflectors and glass covers arranged to throw a narrow beam of light on the floor without disturbing the sleeping passengers. The illumination, thus made available, will permit the occupants of the cars to read, write letters and play cards.

### Kitchen Cars Also Being Built

In addition to the troop sleepers, 400 new kitchen cars are under construction and will also be government owned, and operated and maintained by The Pull-





The Berths Are Made Up with Standard Pullman Bedding  
—There Is a Rifle Rack for Each Occupant

man Company as part of its "pool," except for the food service which will be army rations handled by regular army mess crews. Military forces transported in these cars will, therefore, get the best possible service, as was made clear in a memorandum to Pullman car service employees from Fred Callahan, general manager of the Pullman Company, preparatory to the operation of the cars. The memorandum is quoted in part as follows:

"Our service in these cars is to conform in every respect to the customer service you are accustomed to deliver in connection with the regular Pullmans. These cars will bear the name Pullman. They will be serviced with linen and other supplies in the same manner as all other Pullmans. There will be a berth for every man and bedding will be changed nightly by the porter. The kind of service on which we have built our reputation will be the same in every possible respect. In other words, all of the operating procedures which we employ with respect to all of our cars will be in effect in full in the case of the new troop sleepers."

\* \* \*

WHERE PROGRESS LAGS.—Commenting on the researches of aviation engineers to enable planes to travel faster than sound, the Wall Street Journal philosophizes on the enormous progress man has made in the past century in his mastery of the physical world—particularly in the domain of transportation. "Yet," it goes on to observe, "man seems as unable to control his own behavior as he ever was, despite all his conquests of nature's secrets so long hidden from him. Is it that he is not interested in that department of 'science' or that he has mislaid the key to it?"

## Politics Shouldn't Tamper With the Scales On Which Transport Agencies Are Weighed

"This country will need and should use, each in its appropriate place, every form of transport. No one of them is best for all purposes. There are things an airplane can do better than a ship or a truck or a train, and there are things which each one of them can do better than any other. . . . It would be easily possible to enlarge unduly the relative place and importance of any of these forms of transportation, either by ignoring its inherent advantages or by obscuring the inherent advantages of other forms. If a government order should require that all freight must move by wheelbarrow, or if high enough subsidies should be paid to encourage the movement of freight by wheelbarrow, then all freight would move that way. . . ."

—From a Radio Address by J. Carter Fort

## N.Y.C. Handles "Big Inch" Oil

(Continued from page 448)

tracks. All car repairs and inspection are made at Mount Carmel, as there are no facilities for this work at Norris City. The empty tank cars have averaged 5 per cent bad order and the loaded cars less than 4 per cent. Wheel defects have been by far the most common and about two carloads of wheels per day were used for replacements during the height of the movement.

The yards at Mount Carmel were supervised by a general yardmaster, four yardmasters and a relief yardmaster. The former clerical force of three yard clerks and a relief man, was increased to 13 yard clerks and a relief man. The force of switchmen was doubled. On the average, empty trains were detained at Mount Carmel about 2 hr. 45 min. Loaded trains averaged less than an hour in this terminal.

Most of the buildings and equipment at Mount Carmel are fairly modern. The shops there originally were equipped to make heavy repairs to cars and locomotives, although only light repairs are handled now, and there is a modern 16-stall enginehouse. Four new tracks comprised the only additional facilities provided.

Turn-around crews take oil trains to Lawrenceville for the B. & O. connection and return with empties to Mount Carmel. On the movement via the main line of the St. Louis division to Indianapolis, crews are changed at Paris, the junction point, but the locomotives run through to Indianapolis. Engines also run through to Danville. So far as possible, the N. Y. C. and its connecting lines exchanged information in order to match the arrival of loaded trains at the junction point with empty trains from the other direction.

Current records were kept of the operations in many ways, in order to permit of a continuing check. A picture of what happened on a typical day may be obtained by the following excerpts from the reports for July 8:

Tank cars loaded, previous 24 hours	982
Loaded tanks billed and on hand for movement at 5 a.m.	135
Empties placed for loading at Norris City	99
Empties on hand at Norris City not placed	0
Empties en route, Mt. Carmel-Norris City	159
Empties on hand at Mt. Carmel	308
Empties on hand at Lawrenceville	50
Empties en route Midland to Mt. Carmel	320
Empties on hand at Midland	60
Empties on hand at Lyons	92
Empties en route Lyons-Midland	80
Empties on hand at Indianapolis	100
Empties en route Indianapolis-Midland	72

# Fire Ravages Pennsylvania's Broad Street Trainshed Area

**Elevated track layout at historic structure in Philadelphia severely damaged on September 12—Repairs are making rapid progress**

**O**N Sunday, September 12, a disastrous fire swept through a block-square area of the track layout at the Pennsylvania's Broad Street station at Philadelphia, destroying the tracks, platforms and canopies, and severely damaging their steel and wood supporting structure. Affecting all 16 tracks of the station layout, the fire converted the trainshed area into a charred and twisted mass of wreckage, causing an estimated loss of \$250,000, including the virtual destruction of six passenger cars. The conflagration followed by 20 years a similar disaster affecting the same area that occurred in 1923.

During and following the fire, the company reacted with typical railroad speed and efficiency, inspired, it would seem, by a spirit of wartime urgency. Within 17 minutes after the fire was reported (it was not brought under control until four hours later) a call went out over the Eastern region for assistance in the work of rehabilitation. Before two hours had passed, a supervisory organization had been set up and perfected to handle the repairs, and shortly thereafter, a veritable flood of men, machines and material was en route toward the site of the fire. Less than twenty-two hours after the fire was reported, a regularly scheduled train, using temporary facilities, pulled out of the station for New York.

## In Service 62 Years

Built in 1881, the Broad Street station is situated at the extremity of an elevated stub-end track layout that extends westward from the station to connect with other trackage of the company in the westerly part of the city. Immediately west of the station, the elevated structure contains 16 station tracks and is a city block in width, being flanked by Market street on the south and Pennsylvania boulevard on the north. In the vicinity of the station there are two underpasses through the elevated structure, one of which, carrying Fifteenth street, passes directly along the west side of the station (i.e., immediately beneath the station end of the train sheds) while the other, carrying Sixteenth street, is located a block to the west. Between these two underpasses, the elevated structure originally consisted of steel columns supporting transverse beams into which were framed longitudinal girders for carrying the tracks and platforms. The area is enclosed along both sides by brick walls, containing openings to give access to the interior which contained baggage and storage rooms and other facilities.

Originally, the station track layout was surmounted by a balloon-type train shed, but this was removed fol-



**This View, Looking East, Was Taken When the Fire Was at Its Height**

lowing the fire in 1923, being replaced with butterfly canopies of timber construction with corrugated iron roofs. The supports for the catenary wires (this is in electrified territory) consisted of 10-in. channels spanning between upward extensions of the timber columns carrying the canopies. Following the fire in 1923, which resulted in extensive weakening of the steel structure, timber shoring was installed generally under the train shed area to help support the track and platforms.

For many years after its construction, the Broad Street structure was the Pennsylvania's principal passenger station in Philadelphia. In 1930, however, a large new station was completed at Thirtieth street which is slightly less than a mile west of the Broad Street station. At the same time the railroad built a new office building, known as the Broad Street Station building, which is located a block west of the Broad Street station on the north side of the elevated tracks. In the basement of this building was established a suburban station with the tracks extending westward to a connection with the elevated tracks connecting the Broad Street station with the station at Thirtieth street.

The completion of these various new facilities had the effect of diverting certain traffic from the Broad Street station, but it still handles a large number of trains. These include trains departing for New York every hour on the hour during the day. Other traffic



handled at the station includes trains to and from Washington, Pittsburgh, Cape Charles, Va., Atlantic City and other seashore points, and Trenton, N. J., via Bordentown. Altogether, there are 56 trains scheduled to leave the station daily, exclusive of a frequent shuttle service, utilizing multiple-unit equipment, to and from the Thirtieth Street station.

The fire broke out at 9:35 on the morning of September 12, in the vicinity of an engine room under the tracks near the intersection of Fifteenth street and Pennsylvania Boulevard. Fanned by a brisk wind from the northwest, the fire spread rapidly throughout the station area, and, despite strenuous efforts by a large concentration of fire fighting equipment, it was not brought under control until it had thoroughly gutted the entire train-shed area between the Sixteenth and Fifteenth street underpasses.

### Station Building Escapes

Fortunately, the station proper remained undamaged except for a strip of the concourse that projects beyond the west line of Fifteenth street, in which the floor was weakened and partially destroyed. Likewise, the flames were stopped short along the east line of the Sixteenth street underpass, with the result that those parts of the station platforms and canopies beyond this line remained generally intact. Elsewhere in the block-square area, however, the destruction was more or less complete. All the canopies were down, the platforms were totally destroyed, all ties were badly charred and the rails severely warped, and the timber shoring underneath the

tracks was severely burned. Although none of the steel beams and girders collapsed, many of them were badly distorted and warped by the heat.

### Fire Catches 10 O'clock Train

As the fire started, the 10 a. m. train for New York was in position for loading passengers on Track 14 (tracks are numbered consecutively from south to north). At 9:45 an attempt was made to move this train out of danger but it was found that, apparently because the air hose had been severed by burning, the brakes on the last five cars had become locked. Meanwhile, the power had failed and a steam engine was obtained to remove the remainder (six coaches) of the train, this being done at 9:50, after all passengers in the five cars had moved up into the other cars. This train, incidentally, was taken to the Thirtieth Street station and, after being remade, departed for New York at 10:47.

Of the five cars that remained on Track 14, four were quite badly damaged and one, a coach, was damaged at one end. The four that were badly damaged included a club car, a chair car, a diner and a coach. Two other cars were also practically destroyed, including a cafe-coach car on Track No. 9, and a New Haven baggage car on Track No. 7. Other equipment in the station area at the time included three multiple-unit cars, 3 baggage cars and two box cars containing ice, but these were switched out by a steam engine before sustaining any damage. When the fire started there were 2,000 pieces of baggage in the baggage room, but 500 of these were removed safely to Market street,

The Measure of the Damage Is Plain in This View, Taken as the Repair Work Was Getting Under Way





One of the Damaged Cars Being Removed from the Station Area



Looking East From a Point Over Sixteenth Street, Showing Repair Work in Progress—  
Note Walkway in Background for Patrons

largely through the efforts of a group of soldiers and sailors, who formed a human chain to handle them. Incidentally, while Philadelphia papers made much of the fact that about 250 persons were injured during the fire, these consisted of firemen and civilian defense volunteers and included no railroad employees or patrons.

### Railroad Acts Fast

Immediately at the outset of the fire, arrangements were made to divert train service to other stations in Philadelphia. For instance, beginning with the 11 a. m. train, the "clockers," as the hourly trains to New York are called, were handled out the suburban station in the lower level of the Broad Street Station building. From this one point of view, it was fortunate that the fire occurred on a Sunday, when suburban service was at a minimum. Trains destined for Atlantic City and other seashore points were made up at the Camden station, as were local trains for Trenton, via Bordentown. All

other train service, normally originating or terminating at Broad street, was transferred to the Thirtieth Street station—no trains were cancelled.

Even as the fire was still gaining headway, a decision was reached by the management as to the general nature of the repairs that would have to be made, although a full evaluation of the extent of the damage could not be reached until the flames had been brought under control. This was accomplished at 1:30 p. m. on Sunday, or about four hours after the fire was first reported. Before noon, however, a complete supervisory organization had been established to handle the repairs, appropriately divided between office and field assignments, and between the night and day shifts, for it was decided to carry on the work in two twelve-hour tricks.

Simultaneously, machinery was set in action to collect at the site all necessary manpower, materials and equipment. For skilled employees and equipment, other parts of the Eastern region were drawn on freely, and to this end a call had gone out by 9:55 a. m. to the



Philadelphia, Middle and Williamsport divisions. Shortly after noon on Sunday, 30 cars of repair materials had already been loaded and were enroute to Philadelphia.

Briefly, the course of procedure decided on was to reconstruct the trainshed area in its original form, which meant that extensive timber shoring would be required under the track level, in addition to the restoration of the tracks, platforms, canopies and carrier wires. As one officer phrased it, the restoration work was largely a matter of "manpower and lumber," to which could be added "equipment."

During Sunday night a tentative work schedule was drawn up which contemplated restoring the station tracks to service by stages, beginning with Tracks 15, 14, 13 and 12, and proceeding progressively across the station layout. The engineering phase was simplified somewhat by utilizing the drawing of the shoring that was made following the 1923 fire. By 2 p. m. Monday, this drawing had been revised, approved and sent to the blueprint room for printing.

### Restoration of Train Service

While the railroad was gathering its forces to repair the damage, plans were going forward to return the station to service while the work was in progress. To do this, it was planned to use the undamaged portion of the station layout west of Sixteenth street for making up and loading trains. To give patrons access to these tracks from the station, a board walk was built across the burned-out area on top of what was left of Track 16, this work being done Sunday night, being completed at 6:45 a. m. Monday. A stairway leading up to the track level was built at the corner of Sixteenth and Pennsylvania Boulevard, but this was used largely by employees. At 4:47 a. m. Monday, power had been restored to all tracks west of Sixteenth street, and at 7 a. m. train service was resumed out of the station by the departure of a "clocker" for New York.

Beginning Monday afternoon and continuing through the week additional train service was restored to this station.

Monday morning found the repair work in full swing, and up to Monday night a total of 205 carloads of materials and equipment had been assembled. This included 94 carloads of lumber (raised to 100 by Wednesday night) of which 80 per cent had been shipped from railroad stocks at its timber yard at Newport, Del. The balance was purchased locally wherever it could be obtained, and was delivered to the station site, mostly in trucks. For handling material coming in by railroad, a receiving yard was established at Thirty-eighth and Mantua avenue in Philadelphia, where the material was held until needed at the station. Adjacent to the station area on its north side is a small triangular park and this was converted into a material and framing yard.

For handling and processing the materials going into the repairs, a large aggregation of various types of equipment was assembled. This included a variety of power wood-working tools, such as electric chain saws (17 of these were used) and boring machines, as well as a large number of cranes. For handling material from the street to the track level both crawler and truck-mounted cranes were used (operating mostly in Pennsylvania boulevard). These machines were also found useful in removing and loading charred and burned material from the station area. On the track level, wide use was made of track-mounted cranes for handling materials. At one

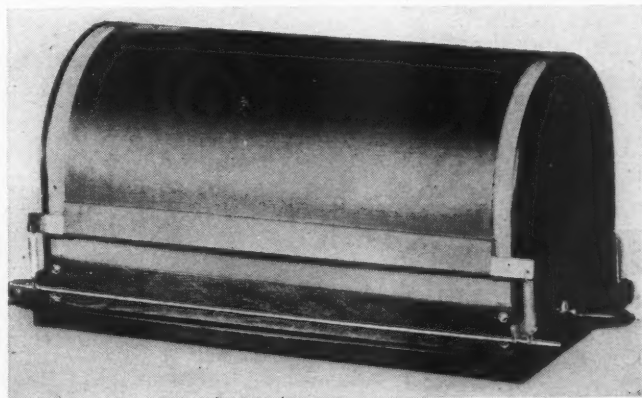
time on Tuesday, five machines of this type were counted in operation. Altogether, 18 cranes were in use at one time, 5 on the track level, 5 at the street level and 8 at various material yards.

At the height of the repair work, a total of about 2,200 men were engaged on the job, being divided equally between the two shifts. Half of these were employees of the railroad and the other half comprised the forces of contractors who were engaged to assist in the repairs. Of the railroad employees, 425, consisting of bridge and building and track men, were housed in 17 camp trains that were assembled at the company's Overbrook yard on the outskirts of the city. For the most part, these outfits were those of various gangs that had been brought in from other parts of the Eastern region. They comprised a total of 52 sleeping cars, 26 cooking-dining cars and 16 recreation cars. In addition, temporary quarters were set up in the upper floors of the Broad Street station to house 175 men (for the most part, crane and machine operators, welders, and iron workers).

At 5 p. m. Tuesday, R. C. Morse, vice-president in charge of the Eastern region, issued a statement that the station facilities would be restored to their former capacity, that the work was progressing satisfactorily, and that two of the station tracks would be restored on their former locations by midnight. Two additional tracks were placed in service on Wednesday, and it was expected that further restorations would follow in rapid succession.

## APECO Photocopy Unit

THE American Photocopy Equipment Co., Chicago, has developed a photocopy machine which can be operated by persons without special skill or technical knowledge and which produces exact photographic copies of letters, drawings, blueprints, etc., of any size up to 18 in. by 22 in., in a few minutes time. The machine weighs 10 lb., measures 12 in. by 12 in. by 24 in. and can be operated on either direct or alternating current. It is operated by placing the letter, drawing or other subject to be reproduced and a sheet of Apeco paper on the operating surface, closing the cover and turning on the switch, exposing the subject to light for a few seconds. The exposed paper is then quickly processed and dried. No darkroom is required and the copies are said to be a sharp, clear, permanent facsimile of the original. The unit requires no adjustment and because of its small size requires very little office space.



The APECO Photocopy Unit

# Session on Wood Preservation

**Record-breaking quantities of piles, timbers, lumber and wood blocks were treated in 1942—Ties up 13.7 p.c.**

**S**TIMULATED in part by industrial activity, partly by the need to increase port shipping facilities and partly by other demands incident to the war effort, the wood preserving industry not only held the gains which had been made in the last two years in all classifications except poles and cross arms, but set new records for piles, wood blocks and miscellaneous items. Yet, the decrease in poles and cross arms was sufficient to create a slight decrease in the total volume of wood treated during the year.

During 1942 a total of 312,934,621 cu. ft. of wood was given preservative treatment, a decrease of 6,229,801 cu. ft., compared with 1941, according to figures compiled by R. K. Helphenstine, Jr., Forest Service, United States Department of Agriculture, in co-operation with the American Wood-Preservers' Association. Except for 1941, the volume treated was greater than for any year since 1930 and amounted to 86.4 per cent of the quantity treated in 1929, the peak year for the industry; in fact, the volume treated in 1942 has been exceeded only five times in the 34 years that this record has been kept.

As in all previous years since the inception of the wood-preserving industry, in 1942, the railways maintained their position as the principal consumer of treated wood. Previous to 1939, this position had been assumed by the fact that crossties alone constituted more than 50 per cent of the total volume of timber treated each year, and only the railways use ties. However, from 1939 to 1941, crossties fell below 50 per cent of the total volume of wood treated, although when switch ties and other materials, such as piles, poles, posts, structural timber, lumber, etc., were added, the total consumption by the railways still approximated two-thirds of the total volume of wood treated. In 1942, however, ties again represented more than 50 per cent of the total volume of wood treated, aggregating 51.9

per cent of the total, while crossties and switch ties together represented 56.3 per cent of the total.

Of the total volume of wood treated, crossties accounted for 162,526,140 cu. ft., an increase of 19,534,083 cu. ft. Numerically, a total of 54,175,380 crossties were given preservative treatment in 1942, an increase of 6,511,361, or 12 per cent. This was the largest number treated in any year since 1930. As in 1941, oak ties ranked first in number, with 21,892,927, or 40.4 per cent of the total. Southern pine continued in second place, with 11,591,141, or 21.4 per cent; Douglas fir remained in third place, with 5,850,394 crossties treated, accounting for 10.8 per cent of the total; and gum ties again held fourth place, with 5,379,833 crossties treated, representing slightly more than 9.9 per cent. Ties of other woods treated included tamarack, ponderosa pine, maple, lodgepole pine, birch, beech, elm, and hemlock, in the order given, aggregating 15.48 per cent of the total, while 1,075,745 crossties, or 1.98 per cent of the total, of woods other than those named, were given preservative treatment.

Of the total number of crossties treated during the year, 32,802,329, or 60.55 per cent, were treated with straight creosote or solutions of coal tar and creosote; 20,299,858, or 37.47 per cent, were impregnated with mixtures of creosote and petroleum; and 685,542, or 1.27 per cent, were treated with either zinc chloride or chromated zinc chloride; while all other preservatives accounted for only 387,651 ties, or 0.71 per cent of the total number of crossties given preservative treatment. Practically all ties were pressure-treated.

During the year, 34,408,117 crossties, or 63.5 per cent of the total, were adzed and bored prior to treatment; 3,230,529, or 6 per cent, were bored but not adzed; 787,975, or slightly less than 1.5 per cent, were adzed but not bored; and 15,748,759, or 29 per cent, were neither adzed nor bored.





### Wood Preservation 1909-1942

Together with Consumption of Creosote and Zinc Chloride

Year	Total material treated, cu. ft.	Number cross-ties treated	Creosote used, gal.	Zinc chloride used, lb.*
1909	75,946,419	20,693,012	51,426,212	16,215,107
1910	100,074,144	26,155,677	63,266,271	16,802,532
1911	111,524,563	28,394,140	73,027,335	16,359,797
1912	125,931,056	32,394,336	83,666,490	20,751,711
1913	153,613,088	40,260,416	108,373,359	26,466,803
1914	159,582,639	43,846,987	88,764,050	27,212,259
1915	140,858,963	37,085,585	84,065,005	33,269,604
1916	150,522,982	37,469,368	96,079,844	26,746,577
1917	137,338,586	33,459,470	83,121,556	26,444,689
1918	122,612,890	30,609,209	56,834,248	31,101,111
1919	146,060,994	37,567,927	67,968,839	43,483,134
1920	173,309,505	44,987,532	70,606,419	49,717,929
1921	201,643,228	55,383,515	77,574,032	51,375,360
1922	166,620,347	41,316,474	87,736,071	29,868,639
1923	224,375,468	53,610,175	128,988,237	28,830,817
1924	268,583,235	62,632,710	158,519,810	33,208,675
1925	274,474,539	62,563,911	169,723,077	26,378,658
1926	289,322,079	62,654,538	188,274,743	24,777,020
1927	345,685,804	74,231,840	221,167,895	22,162,718
1928	335,920,379	70,114,405	222,825,927	33,524,340
1929	362,009,047	71,023,103	226,374,227	19,848,813
1930	332,318,577	63,267,107	213,904,421	13,921,894
1931	233,334,303	48,611,164	155,437,247	10,323,443
1932	157,418,589	35,045,483	105,671,264	7,669,126
1933	125,955,828	22,696,565	85,180,709	4,991,792
1934	155,105,723	28,459,587	119,049,604	3,222,721
1935	179,438,970	34,503,147	124,747,743	4,080,887
1936	222,463,994	37,952,129	154,712,999	4,127,886
1937	265,794,186	44,803,239	183,574,581	4,833,935
1938	244,221,442	44,598,678	166,183,891	4,829,590
1939	245,219,878	35,748,845	163,864,259	4,522,070
1940	265,473,149	42,666,598	174,625,305	5,180,896
1941	319,164,422	47,664,019	215,467,780	5,786,424
1942	312,934,621	54,175,380	216,347,768	5,051,263

\*Includes chromated zinc chloride.

The quantity of switch ties given preservative treatment in 1942 amounted to 167,377,616 ft. b.m., an increase of 25,099,680 ft. b.m. over the quantity treated in 1941. In this classification oak was also in first place with 92,541,615 ft. b.m., or 55.3 per cent of the total; Southern pine held second place, which it gained in 1941, with 26,126,571 ft. b.m., or 15.6 per cent; while Douglas fir remained in third place with 20,960,822 ft. b.m., or 12.5 per cent; and gum, in fourth place accounted for 10,302,373 ft. b.m., or 6.2 per cent of the total. The remaining 10.4 per cent included maple, beech, elm, birch, tamarack, hemlock, lodgepole pine, ponderosa pine and a few miscellaneous species.

### Piles Make Large Gains

Despite a gain of 70 per cent in 1939, or 7 per cent in 1940, and a further gain of 37.8 per cent in 1941, piles recorded a further gain of 10,279,647 lin. ft., or 32.2 per cent, to 42,179,210 lin. ft., the largest volume ever to be given preservative treatment in a single year. As in previous years, southern pine stood far ahead of other species, with 26,803,722 lin. ft., or 63.5 per cent; Douglas fir ranked second with 14,691,901 lin. ft., or 34.8 per cent. The remaining 1.7 per cent was made up of red pine, oak, ponderosa pine and a few miscellaneous species. It is worthy of note that no Norway pine piles were reported for the year. All but 702,825 lin. ft. of the piles treated during the year were impregnated with straight creosote, solutions of creosote and coal tar, or mixtures of creosote and petroleum. All piles treated in 1942 were treated by the pressure process.

Poles recorded a large decrease, the number treated having been 2,875,349, a decrease of 2,239,911, or 43.8 per cent, as compared with 1941. Of the total num-

ber treated, 1,972,802, or 68.7 per cent, were of southern pine. Western red cedar ranked second with 679,547, or 23.6 per cent. Northern white cedar ranked third with 119,190 poles, or 4.1 per cent. The remaining 3.6 per cent included Douglas fir, lodgepole pine, ponderosa pine, about equally divided, with a few Norway pine and a number of miscellaneous species. Most of the poles treated in 1942 were treated with creosote, while 2,049,106 were treated by the pressure process and 826,243 by the open-tank (non-pressure) process.

In 1942, the wood-preserving industry consumed 216,347,768 gal. of creosote, compared with 215,467,780 in the previous year, an increase of 878,988 gal., or 0.4 per cent. It is of interest to note that this was the largest consumption of creosote used since 1929, the peak year for the wood-preserving industry, and that it has been exceeded in only three years previously.

Mixtures of creosote and petroleum in 1942 consumed 31,386,909 gal. of petroleum, compared with 32,388,706 gal. in 1941, a decrease of 1,001,797 gal. This volume of petroleum was used in the preparation of 69,264,285 gal. of such mixtures, compared with 62,864,714 gal. in 1941, an increase of 6,399,571 gal.

Consumption of both zinc chloride and chromated zinc chloride decreased, the consumption of the former being 1,063,500 lb., or 340,363 lb. less than in 1941, while the decrease in the latter was 394,798 lb. from 4,382,561 lb. in 1941 to 3,987,763 lb. in 1942.

In 1942 a total of 1,307,830 lb. of Wolman salts and 239,786 lb. of zinc meta arsenite were employed in preservative treatment compared with 1,656,014 lb. and 268,795 lb., respectively, in 1941. These quantities represent a decrease of 348,184 lb. of Wolman salts and 29,009 lb. of zinc meta arsenite, compared with the amounts consumed in 1941. For the third time Celcure has been segregated from miscellaneous preservatives and reported separately. In 1942 the consumption of this preservative was 249,713 lb., a decrease of 61,208 lb. over 1941.

For the remainder, 5,593,084 lb. of miscellaneous salts and 194,589 gal. of miscellaneous liquids were used in 1942. This represents a gain of 58,515 gal., or slightly more than 43 per cent for the liquids, and of 4,600,580 lb., or 463.5 per cent for the salts. The explanation of the increase in these salts is that 4,788,770 lb. were used in fire-retardant treatments, principally of the lumber that went into the Navy's blimp hangars.

The total quantity of miscellaneous material given preservative treatment in 1942 amounted to 349,825,203 ft. b.m., the largest amount ever reported. This compares with 338,910,473 ft. b.m. in 1941, and represents an increase of 10,914,730 ft. b.m. or 3 per cent. Included in this figure were lumber, 287,191,977 ft. b.m.; fence posts, 37,401,538 ft. b.m.; tie plugs, 1,694,468 ft. b.m.; and car lumber, 272,103 ft. b.m. No cross-ing plank or window sash was treated in 1942.

During the year, there were 235 treating plants in the United States, 1 more than in 1941. Of these, 231 were in active operation, the largest number on record, and 1 more than in 1941, 8 more than in 1940 and 10 more than in 1938 and 1939. Five new plants were constructed during the year, one non-pressure plant was abandoned. During the year, 3 old plants were idle and 1 new plant was inactive. Of the total number of plants in existence, 189 were commercial plants that treat wood for sale, or by contract; 22 were owned and operated by the railways; and 24 were owned by public utilities, mining companies, etc., to supply their own needs.

### Treatment of Miscellaneous Material—Ft. b. m.

	1942	1941	1940	1939
Lumber	287,191,977	281,006,886	234,133,962	186,429,495
Fence posts	37,401,538	28,061,805	17,926,013	13,819,213
Tie plugs	1,694,468	2,222,766	2,581,215	1,559,314
Crossing plank	None reported	1,360,584	724,506	None reported
Car lumber	272,103	220,668	None reported	48,204
Window sash	None reported	5,920	416	None reported

# Fear Further Inroads on States' Regulatory Powers

**National Association of Railroad and Utilities Commissioners holds war conference program at Chicago**

**T**HE relationship between the Interstate Commerce Commission and the state commissions is upon a generally satisfactory basis but Congressional legislation in the constitutional field, which the Supreme Court has opened to it, is a future risk, according to Frederick G. Hamley, assistant general solicitor of the National Association of Railroad and Utilities Commissioners, in an address at a three-day war conference of the National Association of Railroad and Utilities Commissioners at Chicago on September 14-16.

There has also been some evidence, Mr. Hamley said, of reluctance on the part of the Commission to withdraw or withhold federal regulation from some minor aspects of interstate commerce, where the act empowers the Commission to leave intrastate regulation in control. Such a case is exemplified by the history of Commission administration of Section 204(a) (4a), providing for applications for exemption of motor carriers operating solely within one state. Continuing, he said:

"Surveying federal-state relationships over a long period the conclusion is obvious that state autonomy in the regulation of public transportation has been substantially restricted. But, on the whole, considering the vastness and complexity of our national transportation industry, the inescapable intermingling of intrastate and interstate commerce, and the economic considerations which require that certain general transportation principles and policies be applied nationwide and uniformly, it cannot be said that such impairment of state autonomy has been wanton or needless. We cannot, of course, predict what Congress may in future do to extend the power of the federal commission and limit that of the states. But we can profitably review, for a moment, the constitutional latitude available to the federal government and to the states in the regulation of interstate commerce, as revealed by recent decisions of the United States Supreme Court.

## Two Opposing Judicial Trends

"Two rather definite trends in judicial thinking seem to be indicated by the late decisions. One of these is that where no express provision in federal statutes or commission regulations thereunder, is found to the contrary, increasing latitude is being given to the states to regulate commerce and industry, even though interstate commerce is thereby affected and burdened. The other definite trend in Supreme Court decisions appears to be in the direction of upholding the constitutionality of Congressional legislation extending federal regulatory powers to commercial and industrial activities heretofore considered subject only to state control.

"And so we may conclude by saying that, looking to the future, the autonomy of the states in the regulation of public transportation within their borders is constitutionally subject to almost any extension of federal jurisdiction which Congress may vest in the Interstate Commerce Commission, but that, in the absence of such further legislation, neither the over-all inclination of the Interstate Commerce Commission, nor the attitude which the courts have recently taken, indicates any substantially greater encroachment upon state autonomy than now exists. If this is an accurate appraisal of the situation, then it would seem that the relationship between the Interstate Commerce Commission and

the state commissions, stabilized by over fifty years of experience and implemented by statutory provisions and joint agreements for co-operation, is upon a generally satisfactory basis, and that state autonomy will find most of its future risks, not in the administration of the present act by the present Commission, but in possible Congressional legislation in the almost limitless constitutional field which the Supreme Court has opened to it."

## All Forms of Transportation Will Continue

The future aspects of railroads, trucks, buses, water transportation and airplanes were outlined in a report of the Committee on Service and Facilities of Transportation Agencies, of which Jerry W. Carter, chairman of the Florida Railroad Commission is chairman. The report said in part:

"The railroads are today using equipment that will have to be replaced. Their freight cars are heavy and bulky, sometimes out-weighting the shipments many times. Passenger cars are also built on the heavy order and weigh many times that of their cargo, and both passenger and freight trains are pulled by very heavy locomotives, running over miles of ribbons of steel, possibly necessary to assure their remaining on the rails. In the future we shall see all railroad facilities made of the lighter materials that are now being produced, trains much more stream-lined than today, faster, with all modern conveniences.

"The public will naturally ask what is to happen to motor vehicle truck transportation, and naturally so. Of course, this form of transportation, to which we are so accustomed today, will not be allowed to disappear. We foresee publicly owned super-highways for use of trucks only, on which they can travel at great speed. Such trucks will also be streamlined, made of lighter materials and on such super-highways be allowed to use more trailers than are permissible on present highways. While the present existing competition between the railroads and the trucks is very keen, it will grow more so and may result in the trucks handling the more highly classified freight and for short distances only, leaving to the rails the long distance transportation of freight.

"If the buses are to hold their own, stream-lined buses, with possibly a series of trailers connected to the main bus, which we will call a bustrain, will have to be placed in operation. These so-called trains will be used only on super-highways, the single units being reserved for use in cities. You will see most of this equipment made out of plastic or molded out of the lighter materials that have come into existence during, or just prior to, the war. You will also see air conditioning throughout such trains, radio telephones, and also luxurious sleeping compartments and berths. While the improvements that have been predicted will be made in the three forms of transportation mentioned above, we must not overlook transportation by water. With the number of boats which have of necessity been built for use during the war, mostly for the carrying of freight, although also for troops, we see plenty of troubles ahead for the transportation systems that operate on land. Not alone will these boats be used for coastwise shipping, but they will make greater use of our inland water ways than we have ever experienced in the past. Water transportation is the cheapest in existence, and may be considerably lower if vessels, after hostilities cease, become a drug on the market as they did after World War I, and are sold to the public at prices below cost of construction. Great development



has been made of inland water ways by the federal government, but additional improvements will be suggested and started to create employment for those discharged from the military forces after hostilities have ceased which will increase shipping by water. We can also vision a building program in the future to create water facilities to carry passengers and freight, and for passengers only. The vessels built for the latter purpose will be creations it would be impossible to describe as there are such great possibilities for builders to bring into being so many improvements over those we have today, that we will let you use your own imagination here.

"It is practically impossible to conceive the final word in airplanes, but with the rapid development that has already been made, it is not hard to visualize airplanes made to carry a large number of passengers, their baggage, mail and express, with speeds so fast that the plane starting from a central point in the United States could take one to any place in the world in approximately 40 hours. Such planes will have luxuries never before deemed possible.

"In addition to those which we will call through-liners, we foresee airfields scattered throughout the world and local service between major cities.

"You will witness the development of shipping of freight by air, with perishables that now take from 9 to 10 days by express trains, only requiring 10 hours, or overnight, for such shipments. We believe the landing fields and terminals will be beautiful and erected for the extreme comfort of passengers. Greater use of plastics and spruce will be made in building planes. Mass production of planes will make rapid development possible and consequently increase the use of air channels already established. Because of that, the cost of shipping and traveling will become very reasonable. Operators will do everything in their power to encourage employees to use their every endeavor to prevent accidents so that they can stress safety, for once they can convince the public that the air is the safest mode of travel, the public will not hesitate to change traveling habits that have been formed over a long period of time.

"In 1942 your committee offered what it sincerely believed to be a workable plan for railroad and truck companies. It recommended that the leaders of these two modes of transportation should sit down at the conference table and in a spirit of fair play iron out their differences. It recommended that a plan for interchange of freight with a division of revenue, based on an equitable formula, should be established. To the best of our knowledge no steps have been taken to place such a plan in effect. Motor carriers are willing to co-operate with rail carriers and your committee would be remiss in its duties if it failed to take note of the arrogant refusal of rail representatives to co-operate with motor carriers. Such refusal could only emanate from the murky depths of colossal stupidity."

### Rates and Capitalization in Background

Regulation dealing with rate structures and capitalization has been relegated to the background for the duration and the all-important subject of transportation of persons and property is paramount, according to the report of the Committee on Progress in the Regulation of Transportation agencies. The committee reiterated the statement it made in 1941 to the effect that "Technical regulatory requirements can be waived where they result in a hindrance to transportation, but relaxation or abandonment of all regulatory requirements will result in such confusion that the transportation system will bog down and national preparedness will suffer." Continuing, the report said:

"We feel that regulatory bodies, state and federal, should be very liberal in granting emergency and temporary rights to meet unusual demands arising from war conditions, but we should be equally cautious in granting permanent authority during this period. For example, it has been necessary at times to curtail rail service. Great caution, however, should be shown by the regulatory commissions before abandonments are granted.

"With some phases of the operation of the Office of Defense Transportation, we have not always been in complete agreement,

but for the most part more efficient transportation has been maintained because of the coordination of the Office of Defense Transportation and state regulatory bodies through Commission efforts and War Transportation Committee work. We feel that other federal agencies, such as the Office of Price Administration, have, through lack of experience, failed to recognize the prime necessity of transportation and the important sphere which must be occupied by state and local authorities. The administration of transportation in war time should, we believe, from a standpoint of national welfare, be lodged in one federal agency and that agency by experience should be the Office of Defense Transportation, as far as a war agency is concerned."

### War Extends "Reciprocity" Among States

An increase in some form of "reciprocity" in about 30 per cent of the states as a result of the war and a "realization by the states that the matter of transportation between them is strictly a state proposition and does not need federal control," was reported by the Special Committee to Promote Uniformity of Regulations Affecting Motor Carriers. The committee summarized the present status of reciprocity among the 48 states as follows:

(a) Fourteen states have, by statute, the right to enter into full reciprocity with any other state.

(b) Privately owned and operated trucks, trailers and semi-trailers operating interstate, are granted reciprocity in 31 states, limited reciprocity in 16 states, and one state grants no reciprocity.

(c) Privately owned and operated motor vehicles of war workers are granted full reciprocity in 23 states, limited reciprocity in 20 states, and five grant no reciprocity.

(d) Privately owned and operated vehicles of members of the military forces have been granted reciprocity by all states. However, 12 states have regulations covering minor limitations.

(e) Common and contract bus operations in interstate, exclusively, have been granted full reciprocity in 17 states, limited reciprocity in 19 states, and 12 have no reciprocity.

(f) Common and contract bus operators, both interstate and intrastate, are granted full reciprocity in 10 states, limited reciprocity in 18 states, and 10 have none.

(g) Common and contract truck operators, for hire, exclusively interstate, have full reciprocity in 19 states, limited reciprocity in 21 states, and eight have no reciprocity.

(h) Common and contract truck operators for hire, in interstate and intrastate, have full reciprocity in 13 states, limited reciprocity in 17 states, and 18 have no reciprocity.

(i) Common and contract truck operators for hire without loading or unloading cargo within the state are granted reciprocity, fully, in 19 states, limited reciprocity in 21 states, and no reciprocity in eight states.

(j) Common and contract truck operators dedicated exclusively to military personnel or equipment are granted reciprocity, fully, in 15 states, limited in 23 states, and 12 have no reciprocity.

### Takes Position on Legislation

The meeting expressed itself on pending legislation through the passage of several resolutions. The enactment of the Aviation Bill, S.246, which declares that no state shall regulate air commerce, would not only constitute an attempt to destroy the right of the states to regulate intrastate transportation by air, a resolution stated, but would constitute also a dangerous precedent, likely to lead to attempts to destroy state power to regulate intrastate transportation by other carriers and intrastate operations of public utilities. Legal representatives of the association were directed to oppose the passage of this bill.

Legal representatives were also directed to oppose the

Wheeler bill, S.942, as it now stands, and in particular, those provisions of the bill which provide for the participation of the Interstate Commerce Commission in the proceedings of rate bureaus of carriers, or which would tend to give any presumption of reasonableness to rates proposed through such rate bureaus. The association favored the enactment of legislation which would remove any question as to the legality of the action of carriers in considering and filing rates through rate bureaus, provided the proceedings of the carriers through such rate bureaus are conducted in conformity with such general regulations applicable thereto as the Interstate Commerce Commission shall prescribe, under authority granted the commission in such legislation.

In the opinion of the association, it is essential, in the public interest, that bankrupt railroads shall be reorganized with their capitalization properly related to their prospective earning capacity, under rates which are reasonable, taking into account, among other factors, the value of the transportation service rendered to shippers. It was further resolved, that the amendment of Section 77 of the Bankruptcy Act in the manner proposed in H. R. 2857, now pending before Congress, will operate to prevent such reorganizations; and that the bill should not be enacted into law.

The association favored the enactment of S.236, a bill to amend Section 5 of the Interstate Commerce Act, to enable the Interstate Commerce Commission to require

the pooling of proceeds of general rate increases found necessary because of the revenue needs of carriers considered collectively, for the purpose of directing such proceeds to those carriers whose revenue needs make such increases necessary.

The association was in accord with the purpose and principle expressed in S. J. Res. 46 which would provide simplification of tariffs and uniform rates on government bids by small business enterprises.

The association favored the provisions of S.931 which would authorize the Interstate Commerce Commission to require rail carriers to set up a special earmarked reserve for use in postwar adjustments and rehabilitation, provided the provisions of the amendment are so extended as to include similar power over motor carriers of persons and property under Section II of the Interstate Commerce Act.

A feature of the last day of the meeting was an open discussion of the subject, "What Are the Responsibilities of the Interstate Commerce Commissions, Separately or in Cooperation, With Regard to Orders of the Office of Defense Transportation."

Discussion leaders in this presentation were Joseph B. Eastman, director of the Office of Defense Transportation; J. Haden Alldredge, chairman of the Interstate Commerce Commission; and Henry S. Sherman, chairman of the Public Utilities Commission of Colorado.

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## Communication . . .

### Why Travel Requests Are Issued without Reservations

TO THE EDITOR:

CHICAGO

Re: article signed "A 30-year Railroader" in the *Railway Age*, August 28, 1943, issue, regarding the practice of transportation officers of the Army and Navy in issuing government requests for Pullman space without making advance reservations for the persons to whom these requests are issued:

The practice of the Army and Navy is the only feasible one which can be followed. It is not practicable, or advisable, to furnish enlisted men with cash to pay for their sleeping accommodations. The Army and Navy issue transportation requests for passage on railroad trains. They issue transportation requests for sleeping-car accommodations, and they issue meal tickets for use in dining cars. This avoids the handling of cash by these men. The transportation request for sleeping-car accommodations is just another form of cash, and there is no more reason why the personnel of the Army and Navy should have to complete all of their arrangements through making of reservations in advance of their being given a transportation request, than there is for the civilian to go to the bank and get sufficient money for his travel before he has been advised definitely that he will be able to secure sleeping accommodations between all points between which he contemplates traveling.

A transportation request calling for sleeping accommodations is no guarantee that such sleeping accommodations will be available. It is merely an order to hand to the Pullman conductor or to the ticket agent, if and when reservations are secured.

While every effort is made by the Army and Navy transportation officers to secure reservations in advance for all military personnel, that is not always feasible. Many moves must be made on short notice. There is not sufficient time to telegraph for reservations and to receive replies. The present system is one of long standing. It has proved itself in actual practice. It is a system approved by the Army and Navy, and concurred in by the railroads. No complaints on this score have been received

from competent officers of the Army and Navy. The system is the most practical one and allows for free movement of military personnel.

While the railroads dislike anyone to say "To hell with the railroads," they do not believe that such statements are justified in connection with this particular subject.

If the "30-year Railroader" can devise a better system, and still have the traffic move to properly carry on the war effort, his suggestions would be gratefully received by the railroads and the military branches of the government.

H. W. SIDDALL,

Chairman, Interterritorial Military Committee.

## New Book . . .

*Company Museums*, by Laurence Vail Coleman. 174 pages, 6 in. by 9 in. Bound in cloth. Published by The American Association of Museums, Washington, D. C. Price, \$2.50.

The main purpose of this book is to show the nature and usefulness of company museums, but it may serve also as a guide for people who have museums of this kind to manage, and for companies which would like to organize them.

The first chapter is devoted to descriptions of the various kinds of company museums now operating, museum history, and a discussion of the future of such museums. It is noted herein that "The oldest company collection of any size made deliberately for permanent public display seems to be the Baltimore & Ohio Historical Collection, which owes its inception to the Chicago World's Fair of 1893. There had been some smaller collections held over from the Philadelphia centennial exposition of 1876 . . . but efforts of the Baltimore & Ohio from 1890 to 1893 are a landmark in museum history."

Subsequent chapters discuss usefulness; management; quarters; collecting; exhibition, and interpretation. An appendix lists 80 company museums in the United States and three in Canada. A short description of each of the museums is included. Railroad museums listed are those of the Baltimore & Ohio, the Denver & Rio Grande Western, the New York Central, the Norfolk & Western and the Union Pacific.



# Railroads-in-War News

## Get Another Bomber From N.Y.C. Forces Employees give a second craft, replacing one which felled 6 Axis planes

The Army Air Forces, at a ceremony at LaGuardia Field, New York, on September 12, accepted from a civilian group of New York Central employees a twin-engined Martin B-26 Marauder bomber—the first replacement of a gift bomber ever to be accepted by the War Department. As reported in the *Railway Age* of August 21, page 320, a check representing cash donations by New York Central employees to be used to purchase the bomber was presented to the War Department on August 17.

The plane, which was christened the "New York Central II", replaces a similar bomber named the "New York Central System" which was given to the Army Air Forces by N. Y. C. employees a year ago. In 13 combat flights in North Africa and over Sardinia, before its landing gear was shot away, this bomber destroyed six Axis planes. One member of its crew, Staff Sergeant Albert L. Dalton, an aerial gunner, was fatally wounded on its last flight.

At the ceremonies at LaGuardia field, the new plane was christened by Mrs. John H. Dalton of Anderson, Mo., mother of the dead flyer. The new plane was flown to the field by the men who are destined to be its first combat crew. Immediately

after the ceremony this group of flyers flew the plane away on its start to an unannounced battle front. Second Lieutenant R. G. Edwards, co-pilot of the first New York Central bomber, accompanied the crew on its flight to New York.

Participating in the ceremonies at the field were Edwin C. Hill, radio commentator, who acted as master of ceremonies; New York's Mayor F. H. LaGuardia; C. D. Tilden, railroad electrician, who represented the New York Central's 125,000 employees in presenting the bomber to the Army Air Forces; Lieut.-Col. Stanford Chester, chief of the Special Events Section, Army Air Forces, who formally accepted the new plane; Col. Horace W. Shelmire, executive assistant to the Commanding General, Army Air Forces; and F. E. Williamson, president of the New York Central.

A plaque, to be placed on the plane's cockpit, dedicating the bomber to the Central's 21,314 employees who are now in the armed forces, was also presented.

## OPA on Contract Truck Rates

Carriers other than common carriers in Michigan have been authorized by the Office of Price Administration to charge either the OPA maximum prices or the Michigan Public Service Commission minimum prices established to date for their services, whichever is higher. Trucking companies carrying general freight are the only transportation agencies affected.

The action was taken "to remove a conflict which has existed where the Public Service Commission's minimum rates have been higher than OPA's maximum prices."

## Staggering Traffic Load Still Growing

Last year's October "peak" just  
about achieved in August  
of this year

Ton-miles handled by the railroads in 1943 will exceed those carried in 1918 and 1939 combined, according to Caleb R. Megee, manager of the Open Car section of the Car Service division of the Association of American Railroads in an address before the sixty-fourth regular meeting of the Southeast Shippers Advisory Board at Atlanta, Ga., on September 9. "It is exceedingly difficult, if not impossible," he said, "to visualize or comprehend the enormity of the job that the railroads have been doing since Pearl Harbor. All traffic records for ton-miles were broken in 1942 when they hauled more tons of freight more miles and carried passengers for more miles than they had ever done before. The Bureau of Railway Economics now estimates that during the year 1943 the railroads will carry, measured by ton-miles, more freight traffic than they did in 1918, the peak year of the first World War, plus 1939, the last year of peace. Further, the revenue passenger-miles for the first 7 months of 1943 were greater than for the combined years of 1939 and 1940. In other words, in the first 7 months of this year the railroads have handled more revenue passenger-miles than they did in 24 months of the two years named.

"The railroads are handling this stupendous business without congestion or delay. For example, in World War No. I it was the accumulations at the several ports that created so much difficulty. For the month of August the average unloading, based on a 31-day month, was 4,500 cars daily at the Atlantic, Gulf, and Pacific ports. This was 60 per cent greater than the average of 2,800 cars per day for the corresponding period of 1942. By the same token, on August 27 there were 26,757 cars of freight on hand at all of the ports on wheels and, based upon the August unloading record, this represented a "bank" of 5.9 days, which compares with 22,149 cars for August 28 of last year, which, based upon the unloading at that time, represented a bank of 7.9 days so that, while there are more cars at the ports at the present time, the bank is not as great as a year ago and the situation is thoroughly liquid. The story has been told you many times that the reasons which lie back of these great and miraculous performances are the full collaboration of shippers, receivers, railroads, and govern-



Mrs. Dalton About to Christen the Bomber

mental agencies. When you humanize a problem, you come near solving it and through the shippers advisory boards it has been possible to keep the great majority of shippers and receivers currently informed of every situation and, when the railroads have asked for a little more co-operation in this or that instance in order to meet some emergency, there has been a response unparalleled heretofore.

"Looking ahead for the remainder of the year, no one can blue print any prophecy, not even for a few days, let alone a few months. The railroads and those who use them know that greater tests lie ahead. They know that as the war progresses, traffic will continue to increase without a compensating increase in the war of additional equipment. This means a greater utilization will have to be secured from the present railroad plant facilities. Freight cars will have to be made to do more work than in the record-breaking year of 1942. The carloadings for the week ended August 28 were 904,077, the highest for any one week this year and within 5,000 cars of the peak loading of October, 1942. For the past nine weeks the production and revenue loading of coal has been 8.5 per cent greater than that of 1942. In fact, in the Southern Illinois district it has been 45 per cent greater than in 1942. Approximately 53 per cent of the carloadings per year always occur in the second half of the year. That same pattern will prevail for 1943, with perhaps a slight increase, due to the loss of probably 250,000 carloads of coal during May and June of this year.

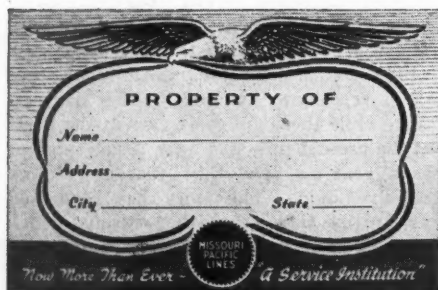
"In connection with the loadings of 904-077 cars, it might be of interest to note that the average tons per car are now about 40.9, whereas in 1929 they were 35.4, an increase of approximately 15 per cent. Had the tonnage of last week been loaded per car on the basis of 1929, more than one million cars would have been required. In fact, by that same yardstick of measurement, the 1943 solid carloads of traffic exceed 1929 totals for the first eight months.

"The demands for all classes of equipment will undoubtedly be extremely heavy during the autumn months and the margin of surplus extremely thin."

### Passengers Urged to Label Their Luggage

The Association of American Railroads has for some time past been suggesting that passengers be urged to affix identifying labels on hand luggage and checked baggage.

Many of the railroads have followed this suggestion. The Pullman Company, for instance, is distributing circulars asking for



### Military Railroaders Catch on Quickly

Transfer of the operation of a vital section of railroad line in North Africa from one railway battalion to another without interruption of traffic was accomplished recently by the Military Railway Service of the Transportation Corps, Army Service Forces, the War Department revealed recently.

This particular stretch of road was an important link in the line of communication and supply for the Sicilian campaign, which was then approaching. But military necessity demanded the movement of the Railway Operating Battalion to another area. At a given hour, every post on the railway section had to be taken over by a new man.

From a point several hundred miles distant, the new battalion moved in on short notice. Telegraph operators took over the keys at a score of stations. Section gangs, signal maintainers and linemen spread to their posts. Pumpers reported at water supply points. Coalchute men, roundhouse personnel, crew dispatchers and yardmasters stood ready for action.

From top to bottom, the transfer was accomplished without a hitch, and huge tonnage increases flowed smoothly forward.

But there was more for the new battalion to do.

A bottleneck had developed in adjacent territory, where the necessary tonnage could not be handled under civilian operation. The new battalion simply took over an additional 85 miles of mountainous line. Within 48 hours, all delayed traffic was moving on schedule.

the co-operation of its patrons in "traveling light" and plainly identifying all luggage—at the same time thanking its customers for their friendly tolerance and understanding in assisting the company to maintain high standards of service despite heavy traffic due to the war conditions.

Red-white-and-blue gummed labels, providing space for name, street number and city address, are being distributed free by the Missouri Pacific to its passengers. A sample of the latter (reduced in size about one-half) is reproduced herewith.

### Half-Stage Refrigeration Charges Ordered Cut

The Interstate Commerce Commission has ordered railroads to reduce charges for half-stage refrigeration from 90 per cent to 78 per cent of the charges for full-tank refrigeration. The report by Division 2 is in the No. 28994 proceeding, and the accompanying order becomes effective October 21.

Half-stage refrigeration involves the utilization of the upper halves of the bunkers in refrigerator cars for icing purposes by

adjusting false bottoms, or grates, in the half-way position. The railroads were required to establish such service by the commission's Service Order No. 132, dated June 18, which was issued after the Department of Agriculture had suggested half-stage icing as a means of meeting shortages of ice. When the railroads established the 90 per cent basis for the charges, the Department and representatives of shipping interests objected; and the commission instituted the investigation out of which has come the present report.

### Tank-Car Commodity List Extended by ODT

The Office of Defense Transportation has extended the list of commodities which may move by tank car to points over 200 miles without an ODT permit. The action took the form of Amendment 1 to Special Direction ODT 7, Revised 1.

The amendment adds some 20 commodities, including various chemicals, to the list of exemptions from the tank-car permit order, and removes four commodities. The exemption of cars containing commodities consigned by or to the Army, Navy, or Marine Corps is continued in the new amendment, which became effective September 15.

### Proposed Senate Investigation of Coal Shortages

Senator Bridges, Republican of New Hampshire, has introduced Senate Resolution 177, calling for a special committee of five Senators appointed by the president of the Senate to make an investigation "with respect to shortages of coal... and to obtain such information as it deems desirable with respect to the development, production, distribution, utilization, transportation, and handling of coal."

The investigation would be "with a view to determining the most effective means that may be employed for insuring an adequate supply of coal for civilian and war purposes." The resolution was referred to the Senate committee on interstate commerce.

### Pooling Plans for Cars Used to Transport Carbon Black

The Office of Defense Transportation has approved a plan for the pooling of all privately owned covered hopper cars used in the carbon black transportation service. The ODT action, taken in cooperation with the War Production Board, was embodied in Special Order ODT R-6, which became effective September 20.

The ODT announcement said that the pooling plan was instituted in an effort to get more efficient utilization of the specially built carbon black cars and to free some of the cars for use by other industries. It was pointed out, however, that their use outside the carbon black industry "is greatly limited, due to their light-weight construction and other features."

Under the plan, all the cars now in use in the industry will be leased to a Pool Authority, which will be set up by the industry. The Pool Authority, in turn, will sub-lease the cars to a carbon black pro-



ducer or to a bulk consumer under terms and conditions which are satisfactory to the car owners. However, the order provides that any such sub-lease must contain a provision specifying that the Pool Authority shall reserve the right to limit the time such cars, empty or loaded, may be detained on the producer's tracks.

It is further provided that the Authority shall not exercise control over the routing of cars engaged in the carbon black service.

### Emergency Board Begins Hearing in Express Wage Case

Hearings were opened in New York on September 13 before a National Railway Labor Panel emergency board appointed to adjust a wage and working-rules dispute between the Railway Express Agency and certain of its employees represented by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America.

Members of the board, appointed recently by Dr. William M. Leiserson, chairman of the panel, are: Chairman Robert D. Calkins, Walter T. Fisher and John A. Lapp.

The wage issues involve demands for adjustments in line with those in the pending proceeding involving non-operating railroad employees.

### New W. P. B. Salvage Director

Chairman Donald M. Nelson of the War Production Board on September 9 announced that Paul C. Cabot, who has resigned on account of ill health, will be succeeded as director of the WPB Salvage Division by Herbert M. Faust, advertising manager of the Curtis Publishing Co., Philadelphia, Pa., with which firm he has been associated 25 years.

In making this announcement, Mr. Nelson said that the country is facing a shrinking inventory of iron and steel scrap, and may need to put on another all-out drive for this metal. "A sufficient scrap inventory is one form of insurance protecting steel output," he added. "We must, at all costs, make sure of an adequate quantity at all times."

### Langer Complains of Northwest Car Situation

Senator Langer, Republican of North Dakota, told the Senate on September 14 that there is at present "a box car shortage" in the Northwest area which after producing "one of the largest crops in history" has been "unable to ship out its flax and its wheat and its barley." Upon inquiry, it was conceded at the Car Service Division, Association of American Railroads, that the whole Western-territory situation is tight; but it was also stated that the movement from country shipping points into terminal markets has been just about as much as the terminal elevators can handle with their present labor supply.

In view of the latter situation it was further suggested that, even if the cars were available, there would be no point in dispatching more of them to the country where their loading to terminal markets might congest the latter and make embargoes necessary. Meanwhile, the rail-

roads are supplying cars to the Northwest as fast as possible, and it was stated that the crop in that area is being moved as well as was that of the Southwest—despite the added strain arising from Commodity Credit Corporation shipments of feed grain from storage.

Senator Langer supported his complaint by having printed in the Congressional Record several telegrams which he had received from grain shipping interests, most of them from Farmers Union affiliates and other cooperatives. He said he had taken the matter up with Director Eastman of the Office of Defense Transportation; "but so far without any appreciable result except that at one time approximately 1,000 box cars were sent into that area."

### Correction

In a paper, "Wartime Problem of Hot Boxes", presented at the May meeting of the Southern and Southwestern Railway Club and abstracted in the *Railway Age* of August 21, D. A. Reavis, general car foreman, Nashville, Chattanooga & St. Louis, included the following paragraph:

"The Railway Service & Supply Corporation recently made some tests for the Association of American Railroads under the direction of the Special Committee on Journal Bearing Development."

From this paragraph the impression

### Making Things for Railroads Is War Work

Latrobe is a small Pennsylvania town east of Pittsburgh on the main line of the Pennsylvania Railroad. The track is elevated and, waiting, you stand on a long dimly-lighted platform. The train was late, so I wandered up and down from 10:45 until 12:00 on a misty night last week. In that time probably fifteen freight and five troop trains roared by. Many of the freight trains were on the passenger line. Each of them had two locomotives.

Standing there, getting glimpses of tanks, guns, steel for shipyards, endless tank cars, the war felt very near. You thought of the destination of the freight—and of the soldiers at the windows of the dimly-lighted day coaches. Yes, and you thought of wrecks in terms of travelers but also in terms of fighting men thousands of miles away, some whose lives depend on those carloads of material.

At times, spending day after day making a part for railroad equipment or track seems pretty far off from our war. If you wander down to the railroad some night and watch the trains as I did, you will again realize the soldiers' dependence on that part you make being right, as well as ready.

—President W. B. Given of the American Brake Shoe Company in the "Brake Shoe News."

might be gained that the research work was done by the Railway Service & Supply Corporation, which Mr. Reavis did not intend to imply and he asks that the paragraph be revised to read: "Some tests were recently carried out in the laboratory of the Railway Service & Supply Corporation by and for the Association of American Railroads under direction of the Special Committee on Journal Bearing Development."

This correction notice is also appearing in the railway club proceedings.

### Union Leaders Will Meet With Eastman

Members of the Railway Labor Executives' Association will meet with Director Eastman of the Office of Defense Transportation on or about September 22 to discuss grievances which caused their withdrawal from ODT's labor advisory committee.

Mr. Eastman had suggested such a conference, as noted in the *Railway Age* of September 11, page 425, where the R.L.E.A. walkout was reported.

Meanwhile, however, the September 11 issue of "Labor," in complaining about ODT's demand for action on its 13-point manpower program, said that the latter "looks to us like 'proof of the pudding'—in other words it shows the Railway Labor Executives' Association was right in deciding to withdraw its advisory committee to ODT. It seems plain that Eastman, rather than cooperate, wants to force things down our throats." A cartoon in the same issue depicted "Joe Eastman" on a throne pointing to a hoop held by a minion and saying: "Unless the railroad workers jump through that hoop, they'll incur my royal displeasure." The cartoon bore the caption: "Upon what meat doth this our Caesar feed, that he is grown so great."

The ODT manpower program, "Labor" also said, was promulgated "without consulting with unions and managements," and it was "completely silent about wages" at a time when the unions "were staging a critical battle for wage increases to the nation's railroad men."

### Ponder Labor Shortage

Ways and means of combating the manpower shortage facing the railroads were discussed at a meeting at Chicago on September 15, by Joseph B. Eastman, director of the Office of Defense Transportation; J. J. Pelley, president of the Association of American Railroads; Otto S. Beyer, director of Transport Personnel of the O. D. T.; and a number of representatives of individual railroads.

The labor situation is especially critical in the west and along the pacific coast where war plants paying high wages have attracted railroad workers and becomes more acute as war activity in the Pacific is extended, according to Mr. Eastman. Among suggestions presented for easing the shortage were: more consideration for railroad needs by draft boards, the importation of more Mexicans for track maintenance work, and the use of war prisoners.

# GENERAL NEWS

## N. L. Smith Made a Power Regulator

### Study board head, in minority on territorial rates, is given another job

Nelson Lee Smith, chairman of the Board of Investigation and Research created by the Transportation Act of 1940, has been nominated by President Roosevelt to be a member of the Federal Power Commission. The nomination went to the Senate on September 14, Mr. Smith being named to succeed the late Clyde L. Seavey for a term expiring June 22, 1945.

Mr. Smith, a former chairman of the New Hampshire Public Service Commission, was the only one of the three original appointees to B. I. R. who actually became a member when the board was finally organized nearly a year after the enactment of the Transportation Act. He was appointed on March 20, 1941, along with Wayne Coy, now assistant director, Bureau of the Budget, and Charles West, former Democratic member of Congress from Ohio; but the Senate committee on interstate commerce indicated no disposition to act on the nominations, and the President withdrew the names of Messrs. Coy and West, substituting Robert E. Webb of Kentucky and C. E. Childe of Nebraska. These two present members of the board, along with Mr. Smith, were promptly confirmed by the Senate, and the board finally

got organized in late August, 1942, with Mr. Smith as chairman.

The board has encountered difficulties from time to time in getting its appropriations through Congress. Most notable of these was the situation wherein Senator McKellar, Democrat of Tennessee, threatened to oppose a pending appropriation and thereby obtained the commitment which sent the board outside its statutory assignments to make its study of the interterritorial freight rate situation. The commitment was made by Mr. Webb after Mr. McKellar had failed to obtain it from Mr. Smith. And the latter was a dissenter when the board made good last March 30 with a report recommending Congressional action to direct the Interstate Commerce Commission to establish a uniform classification and a uniform scale of class rates.

Aside from his service as chairman of the New Hampshire Public Service Commission, Mr. Smith has been an instructor in economics at Dartmouth and the University of Michigan. He was born February 15, 1899, at Baltimore, Md., and was graduated from Dartmouth with an A.B. degree in 1921. He pursued his graduate work at the Amos Tuck School of Administration and Finance at Dartmouth and at the University of Michigan where he received his doctorate in 1928. Mr. Smith served as president of the National Association of Railroad and Utility Commissioners during 1938-39.

## Great Lakes Board to Meet at Detroit, September 23

Plans to handle the expected increase in traffic during the coming months will be made at the fifty-seventh regular meeting of the Great Lakes Regional Advisory Board at the Book-Cadillac Hotel in Detroit, Mich., on September 23.

F. J. Armstrong, president of the organization and traffic manager of the United States Radiator Corporation, Detroit, will preside.

The feature of the meeting will be an address at the luncheon by William B. Stout, automotive and aviation inventor and designer. Speakers at the morning session will include Robert J. Bowman, president, Pere Marquette; Walter Bockstahler, assistant director, O. D. T.; C. R. Megee, manager, Open Top Section, A. A. R.; W. J. Kelly, assistant to vice-president, Traffic Division, A. A. R., and R. A. Fasold, special representative, Freight Claim Division, A. A. R. There will also be committee reports.

The Board's railroad contact, executive and freight loss and damage prevention committees will meet at the same hotel on September 22.

## Stewart Calls Again For Uniform Rates

### Senator asserts they would cut government's war-time freight bill

Asserting that the freight bill paid by the government in its wartime role of biggest shipper "could and would be less if this country had uniform freight rates," Senator Stewart, Democrat of Tennessee, this week announced his plan to introduce another uniform-rate bill which he called upon Congress to "accept quickly and enact into law to stop the railroads' raid on the federal treasury." Mr. Stewart is joint author of one of the 12 rate bills already introduced; but his new proposal, as he puts it, is a "bill upon which I believe all honestly-differing groups in the country can agree—a bill to provide the Interstate Commerce Commission with a positive policy of uniformity."

Released on September 12, three days before the due date of the first income tax returns under the pay-as-you-go system, Mr. Stewart's statement embodied a bid for support from income taxpayers when it implied that uniform freight rates would bring tax relief. He calculated that the government is now paying "more than 40 per cent of the nation's rail freight bill," and that for 1943 this "will total \$2,700,000,000 or almost half the sum collected last year from individual income taxes." Then came the assertion that these government payments would be less if the country had uniform freight rates. After which the senator had this to say:

"The long-standing freight rate barriers against the West and South have become a national boomerang. Under total war the whole country is paying toll at these barriers. . . . Under existing unequal rates, the shipper in the South has to pay on the average 39 per cent more freight on the goods he moves on class rates than does the shipper in Eastern territory. In the West shippers have to pay from 28 to 84 per cent more than those of the favored East.

"Formerly, those shippers were only individuals of their respective territories. Now, to the extent of almost half the rail freight cost, the government is the shipper in those unfavored regions. . . . Every taxpayer will have his share of those excessive, unwarranted and discriminatory freight rates to pay. . . . Even now before you have figured out what you will have to pay or how to report it under the last patchwork tax quilt—even now representatives of the Treasury Department and

(Continued on page 469)



Harris & Ewing

Nelson Lee Smith



## Are Investments in RRs Really Assets?

A.A.R. publication objects to designation for taxes as "outside" investments

Railroad investments in the securities of other railroads should be treated by the federal tax laws as investments in "property used in trade or business" and not as "outside" investments—this is the essential point of a folder recently issued by the Association of American Railroads in which the burdensome effect of the existing statutes is analyzed and a remedy, "as simple as it is just," is proposed.

Under the tax laws profits or losses arising from business investments—that is, in general, in physical property and equipment—are treated for tax purposes as ordinary income, and taxes are paid on the net income, after losses have been offset against profits. On the other hand, the folder points out, profits and losses from "outside" investments—that is, in stocks, bonds, or property acquired for income, and not used in the conduct of a business—are classed as capital gains—or losses—and such losses may not be offset for tax purposes against ordinary profits, but only against capital gains.

These statutory provisions mean, it is explained, that while a railroad may charge against its ordinary income any losses suffered through the sale, retirement, or other disposition of its physical plant or equipment, thus reducing the amount of earnings subject to federal taxes, the same road may not charge against income any loss suffered through the disposition of the stock of another railroad, even though it may be a part of its corporate structure, acquired "in connection with and as part of the trade or business of the acquiring road."

Security investments of this type are, in almost every case, says the A. A. R. folder, assets actually used in carrying on the railroad's business, differing from other owned property in that the title is not to the physical properties themselves but to securities representing them.

After outlining the national policy of consolidating railroads into a limited number of systems, as expressed in the Transportation Act of 1920, it is explained how many roads, to carry out this policy, made substantial investments in the stock of other roads, "not from the point of view of 'outside' investment, but as an integral part of the desired policy of national unification." However, as a result of changed conditions resulting from the depression of the 1930's, and from restrictions on consolidations embraced in the Emergency Transportation Act of 1933 and the Transportation Act of 1940, many of the proposed consolidations "will probably never be made, or at least will not be made at this time," the folder goes on to say.

This situation leaves some roads with securities they would prefer to dispose of, even at a loss, it is suggested, but such

losses would not be deductible from ordinary income. They can only be offset against capital gains, an "empty privilege" where there are no gains.

The effect of the law, it is argued, is to "confiscate capital," to "pile loss upon loss," in instances where such investments are represented by bonds sold to the public in furtherance of the consolidation policy.

The folder goes on to point out that the provisions of the tax laws in this respect already have been modified to meet special conditions existing in other industries—banks, insurance companies, and public utilities, for example. Modifications affecting the railroads would be particularly appropriate at this time, it is suggested, since the industry is faced with the necessity of carrying out a large post-war rehabilitation program. An amendment to the Internal Revenue Code is proposed which would alter the definition of capital assets to exclude railroad-owned stocks or securities "of any other corporation subject to the Interstate Commerce Act," provided their acquisition was approved by the appropriate public authority.

### E. I. C. and A. S. M. E. to Meet

Steam power, transportation, postwar planning, conservation of materials, manpower utilization, production engineering, and quality control are the main topics for discussion at the joint meeting of The Engineering Institute of Canada and the American Society of Mechanical Engineers to be held at the Royal York Hotel, Toronto, Ont., September 30—October 2.

The scope of the Transportation session, which is scheduled for 2:30 p. m., Thursday, September 30, is described as a "broad treatment of railway problems and presentation of railroad and air transport-equipment developments during wartime and their adaptation to peacetime transportation." The speakers at this session are to be Edward Warner, vice-chairman, Civil Aeronautics Board, Washington, D. C.; Lawford H. Fry, director of research, The Locomotive Institute, New York, and J. T. Bain, chief engineer, Trans-Canada Air Lines, Winnipeg, Canada.

### National Association Shippers Boards to Meet Oct. 15

The annual meeting of the National Association of Shippers Advisory Boards will be held at the Jefferson hotel, St. Louis, Mo., on October 15. The association meeting will be addressed at the luncheon session by Joseph B. Eastman, director of the Office of Defense Transportation; John J. Pelley, president of the Association of American Railroads, and J. Monroe Johnson, member of the Interstate Commerce Commission. Other prominent speakers will include Major-General C. P. Gross, Chief of Transportation, United States Army on The Military Transportation Situation; C. H. Buford, vice-president of the Association of American Railroads, on The Transportation Situation; and R. V. Fletcher, vice-president of the Association of American Railroads, on The National Legislative Situation. There will also be committee reports.

## Oppose Compulsory Competitive Bidding

Most briefs uphold the present practice, but union heads and 2 roads dissent

Briefs in Ex Parte No. 158, the investigation instituted by the Interstate Commerce Commission on its own motion to determine whether competitive bidding shall be required in the sale of railroad securities, or of some classes thereof, have been filed in the past few days by several railroads individually, the Association of American Railroads, and the American Short Line Railroad Association, as well as by the Railway Labor Executives Association, certain investment banking firms, large investors, and other interests affected.

In opposing the requirement of competitive bidding by the commission, the A.A.R. emphasized the point that its argument was not against competitive bidding, but against "a general requirement of compulsory competitive bidding." The issue, the brief went on to say, "is not whether carriers should be permitted to offer security issues through competitive bidding, but whether competitive bidding should be required. To sustain an argument against such a requirement, it is, of course, not necessary to establish that competitive bidding may not have advantages in specific instances. At present the carrier can resort to competitive bidding in any instances in which they think it is desirable to do so, and can be compelled by the commission to resort to competitive bidding in any case in which the commission believes it should be employed.

"Those who contend that competitive bidding should be made compulsory must establish that it is in the public interest to restrict the freedom of choice which the management now has, subject to the commission's approval, between the two procedures, and to restrict the flexible and complete authority now enjoyed by the commission over railroad security issues," the brief said further, concluding that "a consideration of the disadvantages of such a requirement establishes that it would be unwarranted."

Pointing out that the argument in favor of compulsory competitive bidding assumes that it will result in the issuer receiving the highest possible price at the time, and that any other considerations should be disregarded, the A.A.R. brief asserted that the problem is not so simple. "There are other practical considerations which deserve weight. It is desirable to sell an issue in a way which will facilitate, rather than interfere with, the selling of the company's securities in the future. . . . The security affects the credit of the company during the period of its life, and what happens to it has direct effect upon the company's future history. . . . The problem must be examined with a broad and long-range view and from the standpoint of what actually happens in practice."

In many instances, the A.A.R. brief said  
(Continued on page 468)

## Carriers to Seek Equal Opportunity

Will urge end to restrictions  
on operation by highway,  
water and air

Directors of the Association of American Railroads at their July 30 meeting in Washington, D. C., adopted a resolution instructing President J. J. Pelley and Vice-President R. V. Fletcher to take such action as they deemed wise to remove restrictions on air, highway, and water transportation operations by railroad companies. No announcement of the action was made at the time, but the text of the resolution became public last week. It reads as follows:

"Resolved that the President and Vice-President Fletcher of this Association be instructed to take such action as may seem to them wise to remove any restrictions preventing a free use and equal opportunity to the railroads in the air field, the truck field, the bus field and the field of waterways, and use what steps they may think wise as to legislation and in the field of publicity to give affirmatively to the railroads a free and equal hand in the several fields."

First moves are expected to be directed to the situation in the air transport field where the railroads, many of which have filed applications for authority to operate air transport services, would seem to be stymied by the Civil Aeronautics Board's present view as to the restrictive nature of the Civil Aeronautics Act's section 408(b). There it is stipulated that C. A. B. shall not approve the acquisition of an air carrier by another type of carrier unless it finds that the transaction "will promote the public interest by enabling such carrier other than an air carrier to use aircraft to public advantage in its operations and will not restrain competition."

The restrictive interpretation was first announced in the American Export Lines case wherein C. A. B.'s order of July 30, 1942 (affirmed January 30, 1943) requires the steamship company to divest itself of control of American Export Airlines, Inc. As noted in the *Railway Age* of September 4, page 392, C. A. B. was still of the same opinion when it passed upon the interests of the Boston & Maine, Maine Central and Central Vermont in Northeast Airlines, Inc. Although it there left the railroad interests undisturbed because they antedated the Civil Aeronautics Act, it nevertheless took occasion to make this observation: "We are convinced that a construction of this act which rigidly limits the participation of other forms of transportation in the air transport field is in harmony with the intent of Congress, and is necessary to attain a full and sound development of our national air transportation system."

There is now pending before Congress a bill proposing a comprehensive revision of the Civil Aeronautics Act, in which con-

nection the A. A. R. may be expected to propose amendments designed to remove the present restrictions on railroad entry into the air field.

Meanwhile, the A. A. R.'s research organization, which has been functioning under the direction of Vice-President Fletcher, is expected to have a report on the air transport situation completed within a short time.

In the highway field, the railroads are confronted with a Motor Carrier Act provision similar to the Aeronautics Act provision discussed above. It is section 5(b) and stipulates that the Interstate Commerce Commission shall not approve the acquisition of a motor carrier by a railroad "unless it finds that the transaction proposed will be consistent with the public interest and will enable such carrier [by railroad] to use service by motor vehicle to public advantage in its operations and will not unduly restrain competition." Here the railroads are understood to object particularly to the phrase "in its operations." They think that they should not be restricted to highway operations tied in with rail services; but rather should be permitted, upon a showing of public convenience and necessity, to operate buses and trucks in situations where their earnings would thereby be improved.

Other results of the resolution may be proposals to amend the Interstate Commerce Act's so-called Panama-Canal-Act provisions which restrict railroad operations on the waterways; and suggested changes in the anti-trust laws. Generally, it was stated at the A. A. R., the resolution was designed to give the Association's officers the necessary authority to act as situations arise with respect to the matters covered.

### August Employment 4.27 Per Cent Above August, 1942

Railroad employment decreased 0.63 per cent—from 1,387,654 to 1,378,944—during the one-month period from mid-July to mid-August, but the August total was 4.27 per cent greater than the comparable 1942 figure, according to the latest summary of preliminary reports prepared by the Interstate Commerce Commission's Bureau of Transport Economics and Statistics. The index number, based on the 1935-39 average as 100 and adjusted for seasonal variation, was 132.4 for August, compared with July's 133.1 and August, 1942's 126.9.

August employment was below July in all groups, except professional, clerical and legal, and yardmasters, switchtenders and hostlers, which were up 0.25 per cent and 0.72 per cent, respectively. The largest drop was 2.28 per cent in the maintenance of way and structures group, other declines being less than one per cent. Meanwhile, all groups, save maintenance of way structures (down 3.7 per cent) were above August, 1942. The largest increase was in the yardmasters, switchtenders and hostlers group, up to 10.22 per cent. Next in turn came professional, clerical and general, 9.41 per cent; transportation (other than train, engine and yard), 8.91 per cent; executives, officials and staff assistants, 7.24 per cent.

## Employment Practice Hearings Are Opened

Race discrimination said to  
result from agreements  
of unions and roads

Hearings before the President's Committee on Fair Employment Practice, with Monsignor Francis J. Haas, chairman, presiding, for the examination of charges of discrimination in employment because of race or color, lodged against 22 railroads and 14 labor unions, were begun September 15 in Washington, D. C. To accommodate an attendance of some 500 at the opening session, the hearings were held in the large blue, white and gold government auditorium located on Constitution Avenue, between the buildings of the Interstate Commerce Commission and the Department of Labor.

The railroads and unions against which charges were filed were named in *Railway Age* of September 11, page 428. Following the announcement of the complaints to be considered by the committee, the withdrawal of complaints against the Virginian was announced September 9, after official notification from the Association of Colored Railway Trainmen and Firemen, representing the complainants, that a satisfactory adjustment of the disagreement involving this road had been reached September 6 through the offices of the National Mediation Board.

The nature of the allegations against the other roads involved, as well as the unions, was disclosed in an opening statement by Bartley C. Crum, chief counsel for the committee, which followed an outline by Chairman Haas of the procedure to be followed. It was explained that all witnesses would be sworn, that cross-examination would be permitted, and that formal answers to the complaints would be received during the course of the hearings. After the record is made, said the chairman, the committee will carry out the provisions of the executive order under which it operates, that is, make "findings of fact," and then take "appropriate steps" to "obtain the elimination" of such discrimination as may thus have been found to exist.

As summed up by Mr. Crum, the committee's counsel undertook the responsibility of placing before the committee "acceptable evidence that negroes in the United States have suffered continuous, wholesale and increasing discrimination in employment by most of America's larger railroad systems." Such discrimination has been effected, he said, through agreements between the railroads and the unions by which negroes have been declared non-promotable to higher skilled jobs, and by the application of seniority rules and percentage allotments which have brought about a decrease in the number of negroes employed in railroad operations.

"We shall show," the committee counsel continued, "how the negroes who fired the boilers on thousands of the old style hand-fed locomotives have been discarded, now



that the driving heat of a Diesel-powered locomotive can be applied by the twist of a wheel in a white hand." These alleged discriminations have been carried on, he asserted, "with the active participation and encouragement of certain of the large operating railroad brotherhoods."

Turning to the allegations upon which the charges of discrimination have been based, the committee counsel attributed the "present plight of the negro railroad worker" largely to the working of "various railway labor enactments" under which unions, and particularly the Brotherhood of Locomotive Firemen and Enginemen, "became increasingly powerful." Since 1920, he said, technological improvements have made locomotive firing a less arduous task, with the result that "efforts have been continuously and consistently made to oust as many negro firemen as possible." Particularly effective in this direction, he declared, was "that extraordinary and provocative document known as the Southeastern Carriers' Conference Agreement," negotiated in 1941 under the auspices of the National Mediation Board, the terms of which, in the words of the committee counsel, "close the door of hope and narrow the economic horizons of all non-promotable firemen and helpers," that is, in effect, he asserted, of negroes.

Aside from those of the firemen, the specific complaints mentioned in the opening statement involved negro trainmen, switchmen, shopmen, and dining car waiters. Agreements between some railroads and the Brotherhood of Railroad Trainmen, said Mr. Crum, limit the percentage of negro trainmen who may be employed and provide that they may not be employed as flagmen, baggagemen or yard foremen.

An opening summary of the railroads' position was made by Sidney S. Alderman, general solicitor of the Southern, whose statement was subscribed to by representatives of most of the roads against which charges were made. Pointing out that specific facts were embraced in replies to the allegations which most of the roads had filed with the committee, he declared that the railroads recognize and view with sympathy the difficulties out of which the charges of discrimination arise, but take the position that the solution for such problems lies, not in decrees by governmental regulatory bodies, but in a gradual and moderate process of education based on mutual good will and respect.

The basic problems, said Mr. Alderman, involve relations between railroads and their employees, relations between employees, and the relations of both parties with the public. Solutions to such problems can only be worked out through a process of social evolution and civil reform, he declared, or, in other words, by civilization as a whole. Railroads do not operate in a vacuum, he told the committee.

They must adapt their operations and employment practices to the prevailing mores and legal systems of the states they serve. They cannot undertake to push reforms ahead of civilization as a whole.

Because railroads are common carriers,

### "An Engineer Retires"

"The name of Jesse Hood Davis does not appear in that grab-bag of American greatness, 'Who's Who in America,' and yet he has been one of the most useful men of our times. He has announced that, when October rolls around, he will retire as chief engineer of the electric traction division of the Baltimore & Ohio Railroad.

"Mr. Davis, who came from Arkansas, has been with the B. & O. since 1905. His accomplishments, not widely known to the public, but recognized wherever engineers gather, are impressive. He designed and tested the first completely air-conditioned passenger car. He made a suggestion which enabled the British to eliminate the danger of mines in the Suez Canal. But most important of all, perhaps, was his accidental discovery in 1927 that high-power radio waves can kill insect pests on plants and that seeds when treated with these waves show increased germination, growth and yield.

"The Japanese, Germans and Russians were apparently more impressed by this discovery than the Americans. Now, at the age of 68, Mr. Davis plans to use the years of his retirement in further research in this fascinating field. If he can figure out some way by which his radio waves can wipe out the Japanese beetle he will deserve the plaudits of a grateful nation."

—From the New York Herald Tribune

having wide contacts with the public, their legal responsibilities differ from those of most industries, he pointed out. In the allegations under consideration, he continued, a large proportion of the roads involved are located in the South. The South by law has adopted segregation of races as a solution of the fundamental question of discrimination. The railroads are not responsible for that solution, Mr. Alderman remarked, but they must adapt their operations and employment practices to it.

The agreements to which objections are made were arrived at under the processes of law, and deal realistically with racial problems, he asserted. The railroads are not at liberty to violate these agreements, he went on to say, quoting a recent opinion of the Supreme Court of the United States to the effect that the Constitution does not demand the impossible or the impracticable.

For many years, Mr. Alderman concluded, the railroads have afforded employment opportunities to negroes not equalled by any other large industry, and neither their employees nor their patrons can be expected to change their racial views over night. As to the assertion that alleged racial discriminations in railroad employment practices are interfering with the war effort, he quoted from the speech in Birmingham, Ala., on September 9, in which Director Eastman of the Office of

Defense Transportation said, as reported in *Railway Age* of September 11, page 424, that "it is not yet possible to point to any situation where the war effort has suffered seriously because of any default on the part of transportation."

The complaints against the Virginian, which were adjusted before the hearings began, involved employees at that road's coal piers in the Norfolk, Va., area, where "unfair differentials in wages and working conditions" assertedly were maintained by classifying negro employees as car riders, though they performed brakemen's work, by paying them less than employees of other roads in the same area were paid for the same work and by paying overtime after 10 hours rather than after 8 hours per day. The union representing the complainants withdrew its charges with the statement that the alleged differential in rates of pay was "not necessarily based on race but other factors," and the information that "the major differences between the working conditions of the white pier employees and the car riders" had been adjusted in a new agreement.

### Ohio Valley Board to Meet September 21

The Ohio Transportation Advisory Board will hold its seventieth regular meeting at Louisville, Ky., on Sept. 21. J. B. Hill, president of the Louisville & Nashville, will be the principal speaker at a luncheon arranged jointly by the Transportation Club of Louisville and the Louisville Board of Trade, his subject being Free Enterprise—an Essential.

Among those who will address the morning session are E. S. Woosley, vice-president of the Louisville Trust Co. on Banking and Business Conditions; W. C. Kendall, chairman of the Car Service division of the Association of American Railroads, on Making the Most of Opportunity; W. J. Kelly, assistant to the vice-president of the Traffic department of the A. A. R. on Make-up and Operation of the New Unit Bill-of-Lading; Freeman Bradford, general manager of the Indianapolis Board of Trade, on Pending Legislation Affecting Shippers and Railroads; and A. L. Green, special representative of the Freight Claim Division of the Association of American Railroads.

### Marine Crafts Must Be Determined in Each Case

Because the crafts or classes of railroad marine department employees which are covered by collective bargaining agreements "vary to a large extent from region to region and also from road to road," the National Mediation Board has decided that no general ruling can be made, and thus it must determine the question on the basis of the facts in each case. That policy was announced in a report wherein the Board determined crafts in connection with disputes among unions with respect to Railway Labor Act representation of marine department employees of the Delaware, Lackawanna & Western, Central of New Jersey, and the Lehigh Valley.

The report finds that on the Lehigh Valley, the engine room personnel, including engineers, firemen, and oilers, com-

prise a single craft or class. In one of the Lackawanna cases, the licensed marine engineers were found to constitute a craft, and the Marine Engineers Beneficial Association was found to be the duly designated representative of that craft. In another Lackawanna case, the unlicensed deck employees were found to constitute one craft, and the unlicensed engine room employees another. In the C. N. J. case, all deck personnel, including licensed and unlicensed, were found to constitute a single craft.

## Oppose Compulsory Competitive Bidding

(Continued from page 465)

further, the character and terms of a proposed issue must be determined through consultation and negotiation with the prospective purchaser before it is actually offered for sale, and such negotiations "assure the advantages of responsible sponsorship." Compulsory competitive bidding, on the other hand, would prevent railroads from securing the advantages of direct sales to the investing public, to stockholders, or to large institutions, and would render impracticable sales requiring immediate action. Under that procedure, "all details of form and substance of the issue" must be fixed by the carrier before bids are invited, and a wholly fresh start and a new call for bids would be necessary if the issue as first offered failed to find acceptable bids. "This might well be disastrous because of the resulting delay as well as the cloud cast on the carrier's credit."

Competitive bidding will not in all cases result in a fair and adequate price to the railroad, the brief pointed out. In fact, it added, it need not necessarily result in any price being offered, which is a consideration "of the utmost seriousness." While under competitive bidding a carrier would select the highest among the bids offered, all such bids might actually be on a lower level than a price that could have been obtained through a negotiated sale, the brief argued. "A competitive bidder may gauge slightly higher the price at which the securities can be sold to the public than would a purchaser through negotiation, or the reverse may be true. The statistical evidence is entirely inconclusive."

The A.A.R. brief concluded with a request for an opportunity to present oral argument and reply briefs.

Among individual roads that filed briefs opposing compulsory competitive bidding were the Boston & Maine, Maine Central, Great Northern, Erie, New York Central, and Louisville & Nashville. Continuation of the present practice of the commission, subject in some instances to slight modifications, was upheld in briefs presented by the American Short Lines Railroad Association—which suggested that Class II and Class III roads should be exempted from the compulsory bidding requirement, if ordered by the commission—and by the Metropolitan Life Insurance Co.; the First Boston Corporation; Kuhn Loeb & Co.; the National Association of

## I. C. C. Reveals Figures on Its "Wringer"

The Interstate Commerce Commission has made public as information a tabulation, as of July 31, of changes in capitalization, in debt, and in annual fixed charges under plans of reorganization approved by the commission, or proposed by examiners, for railroads in reorganization proceedings before the commission.

This tabulation covers plans for 29 roads, of which all but one have been approved by the commission. It includes proceedings still pending, and others, such as the Erie and Chicago Great Western, in which the reorganization has become operative. The summary figures indicate that the debt of these 29 roads before reorganization was \$4,066,973,329, as compared with \$1,733,668,413 after reorganization, or a reduction of \$2,333,304,916. Annual fixed charges, including rent for leased roads and equipment, interest, and amortization of discount on funded debt, were \$142,595,214 before reorganization and \$40,711,913 after reorganization, a reduction of \$101,883,301.

Changes in capitalization effected under these plans are totaled as follows: Reduction in long term debt, \$1,577,176,000 (from \$3,310,846,000 to \$1,733,669,000); reduction in fixed-par capital stock, \$739,471,000 (from \$1,525,519,000 to \$786,048,000); increase in shares of no-par stock, \$11,514,440 (from \$1,478,170 to \$13,580,260).

Security Dealers; and the Investment Bankers Association of America.

Supporting compulsory competitive bidding were briefs filed by Otis & Co. and Halsey, Stuart & Co., the two investment banking firms which have endeavored to inject the question into several applications for the approval of issues of new railroad securities recently before the commission—by the Chesapeake & Ohio and New York, Chicago & St. Louis, and by the Railway Labor Executives Association.

Other briefs in opposition to compulsory competitive bidding were received later by the Commission from the Chicago, Burlington & Quincy, The Equitable Life Assurance Society, and Morgan Stanley & Co.

## Enlisting Employee Interest

At the initial fall meeting of the Car Foremen's Association of Chicago on September 13, H. C. Marmaduke, manager, Employees' Suggestion System, Illinois Central, Chicago, spoke on Enlisting Employee Interest. Mr. Marmaduke, in outlining the possibilities of employee suggestion systems, as indicated by experience on the I. C. said:

"The prospects for enlisting employee interest and improving management-employee relations through a suggestion sys-

tem are unlimited. While it is true that the theory of suggestion systems is almost as old as industry itself, and plans designed to bring forth ideas from rank-and-file employees have been tried by practically every type of business, considering them as a means of bettering relations with employees in a comparatively recent development.

"We have found through experience that there are six cardinal principles necessary to success in such an endeavor. They are (a) complete anonymity on the part of the employees making the suggestions up to the time awards are announced, (b) the active, enthusiastic, top-flight backing of management, (c) utmost fairness and thoroughness in the consideration of ideas, (d) generosity in the making of awards, (e) full-time supervision and (f), most important of all, company-wide faith in the plan, combined with a willingness on the part of all actively engaged in its direction to work hard and long to put the enterprise over.

"The tables below show the progress that has been made in almost four and one-half years of operation as well as it can be shown by the record."

### Suggestions Received

First Year .....	16,092
Second Year .....	18,014
Third Year .....	18,820
Fourth Year .....	21,545
Fifth Year (Five Months) .....	11,030
Total .....	85,501

### Number of Awards

First Year .....	1,147
Second Year .....	2,123
Third Year .....	2,445
Fourth Year .....	3,166
Fifth Year (Five Months) .....	2,001
Total .....	10,882

### Money Authorized

First Year .....	\$ 10,565.50
Second Year .....	21,128.80
Third Year .....	27,460.00
Fourth Year .....	35,120.00
Fifth Year (Five Months) .....	19,875.00
Total .....	\$114,149.30

Referring to certain more or less intangible advantages, Mr. Marmaduke said at the close of his paper: "While the measurable savings in improved operation and control of waste more than justified installation and operation of the suggestion system, it is the consensus that the unmeasurable benefits, a few of which have been cited, are even more important. This conclusion has been reached because both the officers and the employees have exercised their constructive thinking; the suggestion system has provided an opportunity for personal contact with employees, thus lessening the gap between them and management; employees have truly been taken into partnership and their pride has increased accordingly. An added incentive to constructive thinking is the opportunity to earn extra compensation; employees believe in the suggestion system, and consequently in management's desire to be fair, because suggested ideas are handled by numbers without regard to names and personalities; we believe that the constructive thinking developed through the suggestion system will be continuing; that the co-operative labor-management enterprise developed because of the war will be an important factor long after peace has



been restored in furthering management-employee relations and enlisting employee interest."

### Freight Car Loading

Loadings of revenue freight for the week ended September 11, which included the Labor Day holiday, totaled 834,671 cars, the Association of American Railroads announced on September 16. This was a decrease of 66,404 cars or, 7.4 per cent from the previous week, an increase of 19,774 cars or, 2.4 per cent above the corresponding week last year, and a decrease of 79,985 cars or 8.8 per cent below the comparable 1941 week, which did not include the holiday.

Loading of revenue freight for the week ended September 4 totaled 901,075 cars, and the summary for that week, as compiled by the Car Service Division, A. A. R., follows:

For Week Ended Saturday, September 4			
District	1943	1942	1941
Eastern .....	172,181	164,744	160,075
Allegheny .....	195,766	189,095	177,703
Poconantas .....	56,135	56,333	53,214
Southern .....	120,193	121,387	109,315
Northwestern ..	151,364	148,866	129,867
Central Western ..	131,519	134,301	115,074
Southwestern ..	73,917	73,234	52,543
Total Western Districts ....	356,800	356,401	297,484
Total All Roads	901,075	887,960	797,791
Commodities			
Grain and grain products ....	54,277	44,084	36,878
Live stock .....	17,596	16,143	12,617
Coal .....	177,212	166,100	150,164
Coke .....	14,713	14,275	12,603
Forest products ..	47,442	52,442	39,646
Ore .....	89,342	85,862	70,802
Merchandise l.c.l.	101,889	88,997	138,398
Miscellaneous ..	398,604	420,057	336,683
September 4 ..	901,075	887,960	797,791
August 28 .....	904,007	899,405	912,720
August 21 .....	891,197	869,434	899,788
August 14 .....	887,165	868,845	890,337
August 7 .....	872,077	850,221	878,505

Cumulative Total,  
36 weeks ... 28,859,949 29,624,401 28,525,330

In Canada.—Car loadings for the week ended September 4 totaled 69,353 compared with 67,530 in 1942 and 69,164 for the previous week, according to the compilation of the Dominion Bureau of Statistics.

	Total Cars Loaded	Total Cars Rec'd from Connections
Sept. 4, 1943 .....	69,353	38,301
Aug. 28, 1943 .....	69,164	39,401
Aug. 21, 1943 .....	72,320	40,764
Sept. 5, 1942 .....	67,530	38,023

Cumulative Totals for Canada:  
Sept. 4, 1943 ..... 2,311,174 | 1,347,468 || Sept. 5, 1942 ..... | 2,291,581 | 1,202,005 |
| Sept. 6, 1941 ..... | 2,122,130 | 1,051,176 |

### Southwest Board to Meet at Ft. Worth, September 22-23

The Southwest Shippers Advisory Board will hold its sixty-fourth regular meeting at Fort Worth, Tex., on September 22-23 at the Hotel Texas.

Joseph P. Gudger, traffic manager, Gulf Companies, Houston, Tex., and general chairman of the shippers board will preside. Samuel B. Pettengill, vice-president and general counsel, Transportation Association of America, will be guest speaker, the title of his address being "The Battle on the Home Front". Other speakers include H. M. Lull, executive vice-president, Southern Pacific Lines, Houston, Tex., who will

speak on "Post-War Transportation"; R. E. Clark, manager, Car Service Division, A. A. R., Washington, D. C., whose topic will be "General Transportation Conditions" and C. P. Wasson, district manager, Car Service Division, A. A. R., who will discuss transportation conditions in the Southwest.

The general meeting to be held on September 23 will be open to the public and those interested in rail transportation. At this meeting committee chairmen will present their individual reports covering each commodity and carloadings for the fourth quarter of 1943 will be forecast. The prevention of loss and damage will be discussed by General Secretary Green, who is chairman of the Joint Loss and Damage Prevention Committee.

Transportation officers of the Southwestern railroads will submit reports covering car supply, operating conditions, service and improvements, together with other transportation matters of mutual concern to users of rail transportation.

### Stewart Calls Again for Uniform Rates

(Continued from page 464)

Congress are meeting to consider more and higher taxes. We expect the cost of this war to be giant and grim, but, heaven help us! we don't want to pay any more than we have to. . . .

"It is not unrealistic to predict that, directly and indirectly, these discriminatory rates will during the course of this war add billions of dollars to our national debt—unless Congress acts quickly to remove them."

In the face of these "facts and figures," Mr. Stewart called it "absurd" to contend, as do "certain interests," that "a fair and equitable adjustment of freight rates would interfere with the war effort." Railroad spokesmen, he went on, "raised a similar cry during the last war." As Mr Stewart tells it, a railroad committee which had been working on a uniform classification "since 1908" said in 1918 that "they still needed a few more years." But the director general ordered the committee produce something, with the result that "we finally got the present consolidated classification."

Referring to criticism of the Interstate Commerce Commission "for its inaction in bringing about a more uniform and equitable freight rate structure," the senator pointed out that the commission "is the creature of the Congress"; and "in the final analysis the responsibility and failure to meet it rests with the Congress." Thus Mr. Stewart attributes the commission's "failure to take the initiative, to follow a national policy in the public interest," to Congress' failure to issue "a directive."

Following through on that tack, he quoted from the summary report on interterritorial freight rates which was made by the Board of Investigation & Research and submitted to Congress on March 30. The quotations were from that part of the report which found that it would be "ap-

propriate" and "strictly in conformity with established procedure" for Congress to issue such a directive. As for B. I. R., Mr. Stewart said that it could not be charged "with representing any one sectional viewpoint," because one of its members was drawn from the South, one from the West, and one from the North.

He did not point out that the member from the North—Chairman Nelson Lee Smith of New Hampshire—dissented from the legislative recommendations of the rate report; nor that the report was not one of the board's statutory assignments, but was a job taken on as a result of a commitment which the member from the South—Robert E. Webb of Kentucky—made to Senator McKellar, Democrat of Tennessee, at a time when the latter was threatening to oppose an appropriation for the board unless he got a specific promise that the rate study would be made. Further in connection with B. I. R.'s rate-studying activities, Mr. Stewart stated that the full report "containing the detailed data and analysis upon which the summary is based" would be filed "within a few days" after the convening of Congress on September 14.

In closing, the Senator said that he had framed his new bill after he had become "impressed with the considered conclusions of this Board." He further described it as "a bill born of a fuller knowledge of the long and futile legislative effort that has preceded us." It will not go as far as Mr. Stewart should like, but "it is the least that the Congress can do to comply with its constitutional power and obligation."

### Club Meetings

The next meeting of the American Railway Bridge and Building Association will be a war-time conference scheduled for October 20-21 at the Hotel Sherman, Chicago.

C. E. Williams, district passenger agent, New York, New Haven & Hartford, New Haven Conn., will be the guest speaker at the September 24 meeting of the New York division of the Railroad Enthusiasts, Inc. The meeting has been designated as "New Haven Night" and Mr. Williams will have as his topic "The New Haven Railroad During War Times": "A Great Railroad at Work," the New Haven's most recent movie, will also be presented. The annual meeting of Railroad Enthusiasts, Inc., will be held at the Hotel Manger, Boston, Mass., on October 2.

The Car Foremen's Association of Omaha, Council Bluffs and South Omaha Interchange will hold its next meeting at 1:30 p. m. on October 14 at the Chicago Great Western freight house, Council Bluffs, Ia.

The Toronto Railway Club will meet at 8 p. m. on September 27 at the Royal York hotel, Toronto. H. W. Tate, assistant manager of the Toronto Transportation Commission, will present a paper entitled, "A Night with the Toronto Transportation Commission".

The Railway Club of Pittsburgh will hold its next meeting at 8 p. m. on September 23 at the Fort Pitt Hotel, Pittsburgh, Pa. Dr. Charles W. Briggs, technical advisor, Steel Founders' Society of

America, Cleveland, O., will address the meeting on the subject "Recent Developments in the Steel Casting Industry".

The Northwest Locomotive Association will meet at Woodruff Hall, St. Paul, Minn., at 8 p.m. on September 20. "Railroad Lubrication" will be the subject of an address by H. D. Krummell, technical manager of the Socony-Vacuum Oil Company. A motion picture "Inside Story of Lubrication" will also be shown.

The Car Department Association of St. Louis will meet at the Hotel DeSoto, St. Louis, Mo., on September 21. P. J. Curley, division blacksmith foreman, Illinois Central, Centralia, Ill., will speak on "Reclaiming and Conserving Materials Used on the Railroads".

## 6 Mos. Net Income Tabulated for Individual Roads

A statement released last week by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission summarizes the net income of Class I railroads for the first six months of this year, showing a total of \$448,709,268 as compared with \$289,505,173 in the same period of 1942, and tabulates as follows the figures for the individual roads:

Region and railway	1943	1942
New England Region..	\$17,231,965	\$11,985,859
Bangor and Aroostook..	765,432	585,847
Boston and Maine ..	4,458,859	3,665,756
Canadian National Lines		
In New England .. d	902,607	d 672,625
Central Vermont .. d	124,784	d 184,834
Maine Central .. d	966,900	d 655,207
New York Connecting ..	206,000	501,970
New York, N. H. & H.†	12,259,505	7,371,521
Rutland* ..	2,660	63,017
Great Lakes Region ..	63,129,946	39,496,365
Ann Arbor ..	301,420	67,094
Cambria & Indiana ..	159,212	362,567
Delaware & Hudson ..	2,207,360	2,403,205
Delaware, Lack. & Wn.	3,227,270	2,009,819
Detroit & Mackinac .. d	33,975	2,730
Det. & Tol. Shore Line	454,658	323,448
Erie ..	5,601,953	6,190,491
Grand Trunk Western ..	1,374,704	d 587,020
Lehigh & Hudson River	185,399	254,946
Lehigh & New England	511,449	453,628
Lehigh Valley ..	3,128,616	1,283,541
Monongahela ..	123,225	529,240
Montour ..	368,407	360,287
New York Central† ..	32,023,243	16,616,907
New York, Chi. & St. L.	4,646,343	3,902,260
New York, Ontario & Western†	d 650,702	d 675,002
New York, Susq. & Wn.†	251,879	36,129
Pere Marquette ..	2,311,029	1,169,547
Pittsburgh & Lake Erie	2,213,593	1,968,906
Pittsburgh & Shawmut. d	109,843	d 40,605
Pittsburgh & W. Va. ...	619,294	452,358
P. Shawmut & N.* .. d	7,895	5,405
Wabash ..	4,173,307	2,406,964
Central Eastern Region	67,967,643	51,201,087
A. C. & Y.† ..	130,465	42,704
Baltimore & Ohio ..	21,813,380	12,559,527
Bessemer & Lake Erie. d	569,233	674,012
Central of New Jersey†	1,128,325	1,344,481
Chicago & Eastern Ill. .	1,650,351	506,147
Chicago & Ill. Midland.	317,204	229,538
C. I. & L.† ..	994,989	388,769
D. T. & I. ..	1,069,121	721,143
Elgin, Joliet & Eastern	300,416	1,014,046
Illinois Terminal ..	419,270	685,417
Long Island ..	528,766	d 423,415
Missouri-Illinois† ..	198,937	304,380
Pennsylvania ..	29,963,564	25,958,329
Penn.-R'dg. S'shore L. d	789,273	d 1,187,874
Reading ..	6,599,736	5,704,206
Western Maryland ..	2,574,874	1,543,702
Wheeling & Lake Erie.	1,636,751	1,135,975
Pocahontas Region ..	30,398,948	25,908,801
Chesapeake & Ohio ..	15,043,071	12,086,954
Norfolk & Western ..	10,906,301	9,524,668
R. F. & P. ..	2,016,723	1,610,369
Virginian ..	2,432,853	2,686,810
Southern Region ..	78,103,686	57,656,684
Alabama Great Southern	1,620,323	1,296,346
Atlanta & West Point	262,950	242,149
A. B. & C. ..	497,811	177,169
Atlantic Coast Line ..	9,059,755	10,089,233
Central of Georgia ..	2,244,500	1,031,702
C. & W. C. ..	403,632	328,070
C. N. O. & T. P. ....	2,034,953	1,436,937
Clinchfield ..	1,748,892	1,714,511
Columbus & Greenville.	47,748	6,691
Florida East Coast† ..	4,174,725	1,443,334
Geo. R. R., Less. Org.	1,841,834	1,150,989

Georgia & Florida*... d	279,983	d 326,408
G. S. & F. ....	420,422	170,753
Gulf & Ship Island.... d	171,209	81,725
Gulf, Mobile & Ohio..	1,754,492	1,418,263
Illinois Central ..	11,721,696	4,914,275
Louisville & Nashville..	9,172,391	5,788,102
Mississippi Central ...	3,970	d 11,362
N. C. & St. L. ....	2,219,055	1,132,060
New Orleans & N'east'n	678,650	808,355
Norfolk Southern ..	307,746	190,909
Seaboard Air Line* ...	13,778,808	8,572,881
Southern ..	11,328,277	11,287,600
Tennessee Central ....	311,003	116,361
Western of Alabama ..	311,854	312,256
Yazoo & Miss. Valley.	2,609,391	4,283,783
Northwestern Region ..	43,312,379	13,010,189
Chicago & N. Western†	7,777,613	2,154,511
Chicago Great Western.	1,224,523	671,413
C. M., St. P. & P.† ..	17,133,671	2,378,244
C. St. P., M. & O....	1,070,522	d 426,750
D. M. & I. R. ....	1,174,495	1,754,185
D. S. S. & A.† .. d	17,269	d 95,695
D. W. & P. ....	60,534	d 114,016
Great Northern ..	6,633,397	5,525,393
Green Bay & Western.	297,269	157,407
Lake Superior & Ish. .	132,635	354,767
Minneapolis & St. Louis*	172,626	d 486,807
M., St. P. & S. S. M.† d	1,626,021	d 2,553,643
Northern Pacific ..	7,634,848	2,834,936
Spokane International .	109,124	87,462
S. P. & S. ....	1,655,480	770,786
Central Western Region	103,598,751	57,727,897
Alton† ..	1,524,168	846,089
A. T. & S. F.† ..	25,999,018	22,004,904
C. B. & O. ....	18,124,622	7,081,422
C. R. I. & P.† ..	15,829,311	4,909,233
Colorado & Southern ..	1,244,759	425,625
Colorado & Wyoming ..	92,967	95,167
D. & R. G. W.† ..	5,772,656	2,543,042
Denver & Salt Lake ..	327,710	163,974
F. W. & D. C. ....	1,036,577	443,468
Nevada Northern ..	74,413	80,839
Northwestern Pacific .. d	228,801	d 589,461
Southern Pacific ..	4,521,684	3,031,672
S. P. T. S.† ..	37,483,595	25,740,227
T., P. & W.† ..	1,188,029	143,736
Union Pacific ..	24,750,789	14,337,707
Utah ..	10,998	21,872
Western Pacific† ..	3,329,851	2,188,608
Southwestern Region ..	44,965,950	32,518,291
B., S. L. & W.† ..	534,876	1,132,795
Burlington-Rock Island. d	540	d 381,961
Int.-Great Northern† ..	905,158	108,583
Kansas City Southern.	2,149,203	2,326,523
Kansas, Okla. & Gulf..	298,018	199,859
Louisiana & Arkansas.	677,282	784,035
Midland Valley ..	85,885	5,058
Missouri & Arkansas ..	40,150	60,225
Missouri-Kansas-Texas.	1,204,103	1,271,325
Missouri Pacific† ..	12,222,850	10,681,782
N. O., T. & M.† .. d	398,850	216,835
Okla. City-Ada-Atoka .	126,822	113,611
St. L., B. & M.† ..	1,316,817	1,634,364
St. Louis-S. Francisco†	4,929,399	2,225,331
St. L., S. F. & T. ....	501,373	187,853
St. Louis Southwestern†	4,375,160	2,921,175
S. A., Uvalde & G.† .. d	97,283	d 327,666
Texas & New Orleans..	12,948,520	6,476,208
Texas & Pacific ..	2,933,323	2,677,666
Texas Mexican ..	213,684	204,690

\* Report of receiver or receivers.

† Report of trustee or trustees.

d Deficit or other reverse item.

1 Includes Boston & Albany, lessor to New York Central R. R.

2 \$2,136,724 included contrary to the instructions of the Interstate Commerce Commission.

3 Includes Atchison, Topeka & Santa Fe, Gulf, Colorado & Santa Fe, and Panhandle & Santa Fe.

4 Data not included in totals. Includes Southern Pacific Company, Texas and New Orleans and leased lines.

5 Operated by Federal Manager.

## Wins Safety Award

For outstanding safety achievements, Kenneth J. Glasmann, tank truck foreman of the Union Pacific at Denver, Colo., has been selected as a winner of the National Safety Council's "Safety Age" award. Mr. Glasmann will not only receive a \$100 war bond but will be given national recognition on the National Safety Council's Blue Network radio program, "Men, Machines and Victory", on Monday, September 20, at 10:15 p.m. Eastern war time.

Many safety devices and practices have been placed in effect on the Union Pacific by Mr. Glasmann. One simple device for removing and applying draft gear to locomotive tenders completely avoided foot and leg injuries and at the same time was a great time saver. He also invented a brake for warehouse trucks, used especially in unloading loose car wheels from box cars, which is automatically

controlled by the pitch of the truck and eliminates the dangerous practice of handling these wheels by hand. Welders brazing journal boxes now breath fresh air instead of gas because of a ventilating housing designed by Mr. Glasmann. Another Glasmann design is a split window for the right side of switch engine cabs, which prevents drafts from entering the cab.

## Report on Sideswiping Collision at Warden, Wash.

The Interstate Commerce Commission last week made public its report of an investigation of an accident on the Chicago, Milwaukee, St. Paul & Pacific at Warden, Wash., on August 4, which was conducted under the direction of Commissioner Patterson. As briefly reported in *Railway Age* of August 7, page 251, this accident was a sideswiping collision between a special passenger train carrying troops and the locomotive of another train which had fouled the main track. It resulted in the death of 10 passengers and the injury of 10 passengers and one railway officer.

The trains involved were Extra 849 West, a mixed train made up of engine 849, 13 freight cars, one baggage-express car and one coach, and Passenger Extra 251 West, which consisted of engine 251, one baggage car and 19 Pullman sleeping cars of standard all-steel construction. Warden is located about 108 miles west of Spokane, Wash., on a single-track main line equipped with two-position, approach lighted, semaphore-type automatic block signals, over which trains are operated by timetable, train orders, and the automatic signal system. The accident occurred at 12:52 a. m. on a level section of track slightly beyond the mid-point of a 1.72-mile 1 deg. 10 min. curve to the left.

Under the road's rules trains proceeding from a siding to the main track are required to remain clear of the insulated joints in the tracks at the clearance point until the switch has been opened, and to wait two minutes after the switch is opened before fouling the main track. On this occasion no train orders had been issued restricting the authority of either train to proceed from Warden.

After Extra 849 had stopped in the clear on the siding at Warden about 12:35 a. m., the operator there informed the conductor that Passenger Extra 251 would pass about 12:50 a. m. The conductor said that he then instructed his crew to move westward on the siding, but to remain in the clear until the following train had passed. The employees on the engine misunderstood these instructions, however, and expected to continue on the main line ahead of the following train. When engine 849 reached a point near the switch the front brakeman ran ahead to line the switch for movement to the main track. At this point the fireman discovered the approaching train. The engineer of Extra 849 reversed the movement of his train in an effort to back into clear, but did not accomplish this before the locomotive was struck by the following train.

Passenger Extra 251 approached Warden



# LIMA POWER HAS "STAYING POWER"



**N**O single factor has been more responsible for the outstanding wartime record made by American railroads than locomotive utilization. As "Railway Age" reports, "....It is a far cry from two decades ago, when locomotives were changed at every operating division, to the present-day practice, when they operate efficiently and effectively over several divisions, with changes in the engine crews."

Under conditions such as these the "staying power" of Lima-built locomotives has been proved conclusively.

LIMA LOCOMOTIVE WORKS



INCORPORATED, LIMA, OHIO

en at a speed of about 55 m.p.h., according to the report, and passed an automatic signal indicating "proceed" at a point 3,428 ft. east of the point of the accident. When this locomotive was about 1,000 ft. east of the point of collision stop signals of a flagman of the mixed train were observed, and the brake valve was moved to emergency position. Speed was 48 m.p.h. when the collision occurred.

Engine 849 and its tender were derailed and badly damaged, and the first car of that train was slightly damaged. Engine 251 and its tender were derailed and badly damaged, coming to rest on their left sides about 250 ft. beyond the point of accident. The first two cars of Extra 251 were derailed and slightly damaged, but the most serious damage occurred to the eleventh and twelfth cars. The rear end of the eleventh car telescoped the front end of the following car for 37 ft., demolishing it, while its own rear truck was driven forward about 35 ft.

After reciting the circumstances of the collision and calling attention to the applicable rules, the commission's report makes no recommendation, but concludes with the formal finding that the accident was caused by a train fouling the main track in front of a following train.

### Increase for N. E. Trucks

Examiners Paul Coyle, S. A. Aplin, and B. E. Stillwell have recommended in a proposed report that the Interstate Commerce Commission authorize a general increase of four per cent in the rates and charges of common carrier truck lines operating within New England and between certain areas in New York and New Jersey and New England. The truckers are seeking a 12.5 per cent increase, but the examiners found that their situation was like that of other Eastern-territory truckers which were recently granted a four per cent increase by the commission (see *Railway Age* of August 14, page 290). The proposed report is in I. & S. Docket No. M-2247.

### Representation of Employees

Police department employees of the Minneapolis, St. Paul & Sault Ste. Marie and the Peoria & Pekin Union have selected the National Council of Railway Patrolmen's Unions, American Federation of Labor, as their representative under the provisions of the Railway Labor Act, according to results of recent elections certified by the National Mediation Board.

Meanwhile, P. & P. U. yardmasters have chosen the Brotherhood of Railroad Trainmen, while those of the Buffalo Creek chose the Railroad Yardmasters of America. The Florida East Coast Association of Colored Locomotive Firemen, Inc., has won the right to represent F. E. C. firemen, while the Brotherhood of Railway Clerks has been chosen by clerical, office, station and storehouse employees of the American Refrigerator Transit Company. A Congress of Industrial Organizations union—the United Gas, Coke and Chemical Workers of America—has been chosen by the Niagara Junction's maintenance of way employees.

## Supply Trade

The Cleveland sales office of the **Industrial Brownhoist Corporation**, Bay City, Mich., has been moved from 4403 St. Clair Avenue to Room 1812, Terminal Tower, Cleveland, Ohio.

The **Silent Hoist Winch & Crane Co.**, Brooklyn, N. Y., has been granted a renewal of its Army-Navy "E" award for continued high achievement in the production of war material.

The **Formica Insulation Company**, Cincinnati, Ohio, has been granted a renewal of its Army-Navy "E" award for continued meritorious production achievement.

**Winthrop K. Howe**, chief engineer of the **General Railway Signal Company** with offices at Rochester, N. Y., has been promoted to vice-president in charge of engineering, effective August 26. Mr. Howe was born in Clifton, Ill., and was educated



Winthrop K. Howe

at the Chicago Manual Training School and Purdue University, graduating in mechanical engineering from the latter institution in 1889, following which he took a post graduate course in electrical engineering for one year. He started work with the Western Electric Company, Chicago, in 1890, where he worked on telephone switchboard assemblies, motor and generator assemblies and testing. He was also employed in motor and generator and telephone power plant engineering. From 1900 to 1905 Mr. Howe was successively foreman of the electrical department, chief draftsman, principal assistant engineer, factory manager and chief engineer of the Taylor Signal Company, Buffalo, N. Y. This company merged with the Pneumatic Signal Company of Rochester, N. Y., on June 13, 1904, to form the present General Railway Signal Company. Continuing as chief engineer, Mr. Howe has been in charge of much of the company's research, design and engineering work, including electric interlocking, automatic block signaling, automatic train control, cab signaling and

speed control, centralized traffic control and car retarder systems for freight classification.

**Albert L. Gustin, Jr.**, vice-president of the **Gustin-Bacon Manufacturing Company**, Kansas City, Mo., has been elected president to succeed Albert L. Gustin, Sr.,



Ken Newman

Albert L. Gustin, Jr.

whose death occurred on August 29, as was reported in the *Railway Age* of September 4. Mr. Gustin, Jr., was born at Kansas City, Mo., on March 6, 1904, and was educated at Culver Military Academy, Lawrenceville Academy, Missouri University and Pennsylvania University, from which latter institution he was graduated in 1927. He then entered the employ of the Missouri-Kansas-Texas as a machinist apprentice and later resigned to enter the service of his father's company. In 1930 he was elected vice-president, which position he has held until his recent election as president.

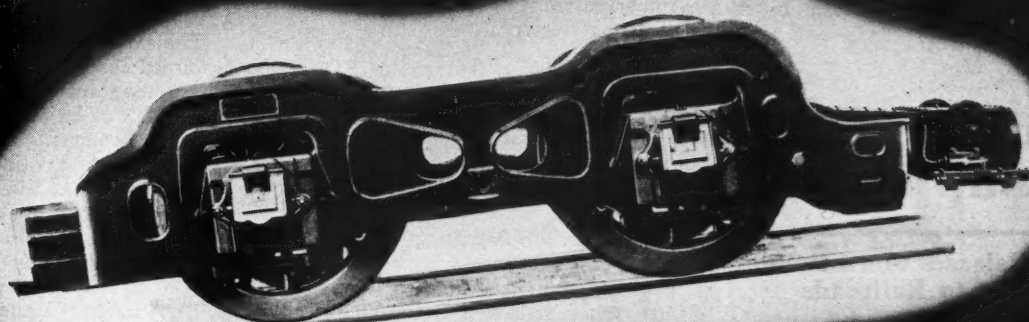
Mr. Gustin, Jr., will head a company that was started by his father more than 45 years ago. Beginning as a manufacturer's agent, Mr. Gustin, Sr., formed the Gustin-Boyer Company, a sales agency for railway supplies, and within a few months, in 1898, organized the Gustin-Bacon Manufacturing Company.

The Gustin-Bacon Company was one of the first industries to convert to war production and at present 95 per cent of the output of its plants is war goods. In summarizing the career of Mr. Gustin, Sr., an editorial in the *Kansas City Star* says: "While working as a tinner's helper in a railroad shop, he began his acquaintance with the industry that led him into the manufacture of railway supplies. Gradually he built an important business which in the war he converted to war production. His plants proudly flew the Army-Navy 'E' flag. He was a fine product of the system which has made America a land of promise and of fulfillment."

**Thomas D. Williams**, assistant superintendent of construction for the **American Steel & Wire Co.**, a United States Steel subsidiary, has been promoted to superintendent of construction, and **James McCulloch**, of the chief engineer's office in



# LOCOMOTIVE BOOSTERS\*



## HAVE ADDED MILLIONS OF POUNDS OF DRAW-BAR PULL

Thousands of locomotives in war-time service have from 10,000 to 15,000 lbs more draw-bar pull to help them in starting the heavier trains and accelerating them to road speed. The Locomotive Booster supplies this power.

Here is a substantial contribution to hauling power that is helping in the achievement of new records by American railroads in the handling of the nation's war-time traffic.

\*Trade Mark Reg. U. S. Pat. Off.

**FRANKLIN RAILWAY SUPPLY COMPANY, INC.**

**NEW YORK  
CHICAGO**

**In Canada: FRANKLIN RAILWAY SUPPLY COMPANY, LIMITED, MONTREAL**

Cleveland, Ohio, has been appointed assistant superintendent.

The Glassport, Pa., division of the **Copperweld Steel Company**, was awarded the Army-Navy "E" on August 24 for high achievement in the production of war material.

**Robert G. Glass**, assistant manager of operations of the Chicago district of the **Carnegie-Illinois Steel Corporation**, has been elected a director and vice-president and manager of operations of the **Geneva Steel Company**.

## OBITUARY

**Sidney V. Ball**, president of the Ball Company, Chicago and general time inspector of the Ball Railroad Time Service, died in that city on September 10 of a heart ailment.

## Equipment and Supplies

### WPB Releases More Freight Cars to Railroads

Additional freight cars have been authorized for construction by the War Production Board as part of its domestic car-building program for the last six months of this year. With the new releases, the program now totals 17,596 cars, which have been allocated among 32 railroads. Of the 17,596 cars, 6,942 have been authorized for building in the railroads' own shops and 10,654 in contract car builders' plants. Included are 5,774 box cars, 10,070 hopper cars, 737 gondola cars, and 1,015 flat cars.

As a result of these additional releases, the backlog of cars on order without WPB authority to build now barely exceeds 10,000, most of which are on order with the contract builders, and there has been an appreciable increase in the number of inquiries coming into the market. The total backlog of cars on order numbers about 40,000, including about 10,000 remaining to be delivered under the WPB's program for the first six months of the year, on which deliveries have lately been accelerated.

### FREIGHT CARS

The **MIDLAND VALLEY** has ordered 75 gondola cars from the Mount Vernon Car Manufacturing Company, subject to the approval of the War Production Board.

The **INDIANA HARBOR BELT** has increased its order for box cars with Despatch Shops from 575 to 1,000. War Production Board authorization for the building of the additional cars has been received.

The **BALTIMORE & OHIO** has converted 12 standard box cars into fire-fighting cars, equipped with apparatus to extinguish fires of oil and other combustible materials that are now moving over its lines. The cars

are equipped with pumps, a generator, and pipe lines to reach a distance of 400 ft. from the car. Tanks of foamite in powdered form, enough to produce 33,000 gal. of liquid, sufficient for one hour's operation, are stored in the cars available for mixing with water supplied from the tank of the locomotive. The steam power of the locomotive is used to operate the generator and pumping system. The cars have been placed with the railroad's wreck trains at Philadelphia, Connellsville, and New Castle, Pa.; Baltimore, Brunswick and Cumberland, Md.; Keyser and Grafton, W. Va.; Garrett, Ind.; and Willard, Chillicothe and Cincinnati, Ohio.

The **WABASH** has ordered 350 box cars and 175 gondola cars from its own shops. The cars will be of composite wood and steel construction. War Production Board authorization for the building of the cars has been received.

The **ATCHISON, TOPEKA & SANTA FE** has ordered 200 composite flat cars from the Pullman-Standard Car Manufacturing Company. War Production Board authorization for the building of the cars has been received.

The **CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC** has increased its order for hopper cars with its own shops from 400 to 500. War Production Board authorization for the building of the additional 100 cars has been received.

The **CHICAGO, BURLINGTON & QUINCY** has increased its order for hopper cars with its own shops from 600 to 1,000. The cars will be of composite wood and steel construction. War Production Board authorization for the building of the additional cars has been received.

## SIGNALING

The **CHESAPEAKE & OHIO** has placed orders with the Union Switch & Signal Co., Swissvale, Pa., for one Model 31 electro-pneumatic car retarder, involving 112 rail-ft. of car retardation; five direct-acting switch movements with color-light switch lamps; five electro-pneumatic skate placing machines with skates; the necessary control levers for the retarder, switch machines and skate machines; the necessary material for five detector track circuits, including relay cases, DN-11 relays, resistors, etc. This material will be used in the westbound yard at Russell, Ky., which is being enlarged from 21 to 26 tracks.

The **ST. LOUIS-SAN FRANCISCO** has placed an order with the Union Switch & Signal Co. covering the materials for the installation of centralized traffic control between Swedeborg, Mo., and Sleeper. The eight controlled locations in this 22-mile single track territory will be handled by facilities added to the existing c.t.c. machine at Newburg that now controls the territory between Newburg and Swedeborg. The order includes searchlight high and dwarf signals, M-2 low-voltage switch machines, S1-6A electric switch locks, necessary relays, rectifiers and trans-

formers. The field installation will be handled by the railroad company's regular signal construction forces.

## Construction

**CHESAPEAKE & OHIO**.—This railroad has authorized the installation of traffic locking and additional tracks and crossovers from Newport News, Va., to Oriana, at an estimated cost of \$109,000. The C. & O.'s own forces will carry out the project. The railroad has also awarded a contract for the extension of yard tracks and construction of additional tracks at Peach Creek, W. Va., at an estimated cost of \$234,500 to Sturm & Dillard, Columbus, Ohio.

**CHESAPEAKE & OHIO**.—The C. & O. has awarded contracts for excavating work in the west approach cut of a tunnel at Jerry's Run, Va., at estimated cost of \$50,000, to Albert Brothers, Salem, Va., and for similar work at Caldwell, W. Va., at estimated cost of \$150,000, to the Robertson-Henry Company, Huntington, W. Va. The railroad has also awarded a contract for the construction of a four stall addition to its roundhouse at Charlottesville, Va., at estimated cost of \$62,000 to B. F. Parrott, Roanoke, Va.

**LOUISVILLE & NASHVILLE**.—This road has been authorized by the Interstate Commerce Commission to begin construction of a 10.32-mile branch line south from Cornettsville, Ky., into an undeveloped coal mine area, at an estimated cost of \$1,928,944. The line will be laid with 100-lb. relay rail and will contain 408 ft. of creosoted timber trestles.

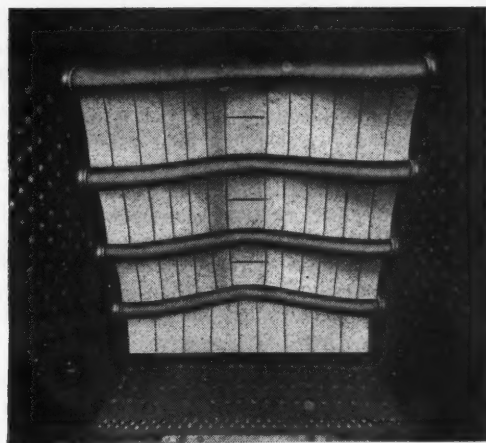
**PENNSYLVANIA**.—This railroad has awarded a contract for grading and excavating work at Aberdeen, Md., at estimated cost of \$250,000, to the Poirier & McLane Corporation, of New York.

**READING**.—This railroad has awarded a contract for repairs to its piers at Port Reading, N. J., at estimated cost of \$74,185, to Spearin, Preston & Burrows, Inc., of New York.

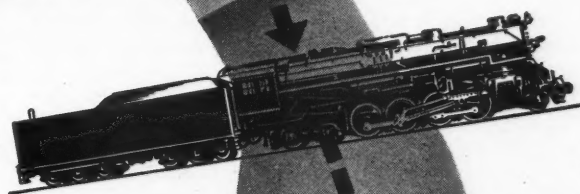
The **VANCOUVER, VICTORIA & EASTERN RAILWAY & NAVIGATION Co.** is planning a construction and renovation program at the Great Northern's terminal at Main Street and National Avenue, Vancouver, B. C., at a cost of \$28,600. The project involves the laying of 7,600 sq. yd. of reinforced concrete pavement with elastite joints; construction of a timber unloading platform; removal of the present platform, sidewalk, marquee, and iron fence; and the construction of new team tracks and removal of the present tracks.

**WABASH**.—This railroad has awarded a contract for the repairs to its bridge at Decatur, Ill., at estimated cost of \$75,000, to the Bates & Rogers Construction Corporation, Chicago.





**TAKE THIS STEP**



**FOR COAL CONSERVATION**

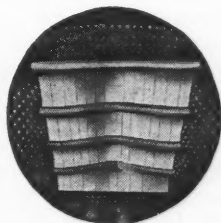


Coal on the tender represents not only certain dollars of expense but priceless man hours as well. Therefore, its careful conservation is a wartime duty

“ A generation of railroad men have learned that Security Sectional Arches are easy on the coal pile. A complete arch in every locomotive firebox is a fundamental step towards fuel conservation.

**HARBISON-WALKER  
REFRACTORIES CO.**

**Refractory Specialists**



**AMERICAN ARCH CO.  
INCORPORATED**

60 EAST 42nd STREET, NEW YORK, N. Y.

**Locomotive Combustion  
Specialists**

# Financial

## Dividends in First Six Months

Dividends appropriated by Class I roads during the first half of this year amounted to \$77,182,127, as compared with \$70,796,383 for the same period last year, according to statistics compiled by the Bureau of Transportation Economics and Statistics of the Interstate Commerce Commission. The total federal income taxes of the same roads during the first half of this year amounted to \$669,751,776, as compared to \$279,037,262 in the same 1942 period.

Dividend appropriations for the six months are tabulated below for individual roads. (Roads not listed made no dividend appropriations during this period.)

Railway	First half	
	1943	1942
Alabama Great Southern	\$1,008,932	\$1,008,932
Atch., Topeka & Santa Fe	10,385,500	9,171,970
Atlantic Coast Line	1,240,059	4,918
Bangor & Aroostook	191,400	.....
Cambria & Indiana	120,000	120,000
Charleston & W. Carolina	72,000	72,000
Chesapeake & Ohio	11,791,079	11,791,053
Chicago & East. Illinois	383,863	.....
Chicago Great Western	686,449	.....
Cinc., New Orl. & T. P.	1,855,335	1,855,335
Colorado & Wyoming	.....	125,000
Detr. & Tol. Shore Line	270,000	120,000
Detr., Toledo & Ironton	490,664	490,664
Erie	3,232,904	3,172,861
Great Northern	2,498,899	2,498,896
Green Bay & Western	125,000	125,000
Illinois Terminal	.....	250,000
Kansas, Okla. & Gulf	93,384	179,565
Lake Superior & Ishpeming	214,200	214,200
Lehigh & Hudson River	141,210	141,210
Louisiana & Arkansas	150,000	150,000
Louisville & Nashville	2,340,000	2,340,000
Maine Central	68,100	.....
Montour	.....	255,000
Nashville, Chat. & St. L.	255,982	.....
Norfolk & Western	7,256,770	7,258,745
Pennsylvania	13,167,754	13,167,754
Pittsburgh & Lake Erie	2,159,125	1,727,300
Reading	2,098,993	2,098,993
Richmond, Fred. & Pot.	435,229	435,229
Southern	2,596,400	.....
Tennessee Central	17,500	17,500
Texas & Pacific	592,575	592,575
Union Pacific	8,659,592	8,659,592
Virginian	1,563,575	1,563,575
Wheeling & Lake Erie	1,019,654	1,188,516

**ALTON.**—*Operation of Kansas City. St. Louis & Chicago.*—At this road's request, the Interstate Commerce Commission has dismissed its application for approval of a modified plan for the operation of the Kansas City, St. Louis & Chicago.

**ATLANTIC & NORTH CAROLINA.**—*Financing.*—This road has applied to the Interstate Commerce Commission for authority to issue a \$200,000 note, bearing interest at 2 per cent, to be payable in five annual installments beginning April 1, 1945. The proceeds will be used for improvements to serve a Marine Corps base at Cherry Point, N. C.

**ATLANTIC & ST. LAWRENCE.**—*Refinancing and Acquisition.*—This company controlled by the Canadian National through ownership of about 90 per cent of its capital stock, has applied to the Interstate Commerce Commission for authority to issue new securities in exchange for outstanding issues and in payment for indebtedness and additional property. It proposes to issue 45,160 shares of stock of \$100 par value in exchange for 11,290 shares of stock of \$100 par value; to issue \$3,000,000 of 4 per cent 30-year first mortgage bonds to replace 6 per cent bonds of the same amount; to issue and deliver

to the Canadian National 12,500 shares of new \$100 par value stock in payment for improvements financed by that road; to issue \$438,000 of 4 per cent first mortgage bonds to be delivered to the Canadian National in payment for that company's line from Island Pond, Vt., to the international boundary at Norton, 15.58 miles, which the A. & St. L. seeks authority to acquire and operate; and to issue and deliver to the Canadian National 5,300 shares of \$100 par value stock in payment for an elevator of the New England Elevator Co. at Portland, Me.

**MAINE CENTRAL.**—*Promissory Notes.*—Division 4 of the Interstate Commerce Commission has authorized this company to issue \$1,600,817 of promissory notes in evidence of, but not in payment for, the unpaid principal on certain equipment contracts.

**MAINE CENTRAL.**—*Portland & Ogdensburg Purchase Authorized.*—At a special meeting held on September 8, stockholders of the Maine Central authorized the purchase of the property and franchises of the Portland & Ogdensburg for \$828,601, equivalent to \$18.75 a share on the railway's outstanding capital stock. The Maine Central, which already owns about 85 per cent of the outstanding stock of the P. & O., will also assume all bonded and other indebtedness. The Portland & Ogdensburg has been under lease to the Maine Central since 1888 and forms the portion of the present system between Portland, Me., and Lunenburg, Vt.

**NEW YORK CENTRAL.**—*Acquisition by Subsidiary.*—Division 4 of the Interstate Commerce Commission has authorized this company's wholly-owned subsidiary, the Lake Erie, Alliance & Wheeling, to purchase for \$200,000 from the Hanna Coal Co. the capital stock of the Dillonvale & Smithfield, which the N. Y. C. has operated under lease. The stock of the D. & S. will be cancelled and its property merged with that of the L. E. A. & W., while the N. Y. C. will continue to operate it through a modification of its lease of that road.

**NEW YORK CENTRAL.**—*New York & Harlem Financing.*—Division 4 of the Interstate Commerce Commission has authorized this company and the New York & Harlem, lessor, to assume liability for and to issue, respectively, \$7,820,000 of 4 per cent mortgage bonds, consisting of \$470,000 of series A and \$7,350,000 of series B, and to exchange the bonds to the extent required for the preferred and common stock of the Harlem not held by the New York Central, at the rate of \$125 principal amount of bonds for each \$50 par value share.

Details of the transaction were outlined in *Railway Age* of July 10, page 76. Its purpose is to reduce federal income and excess profits taxes, to simplify accounting, and to increase the equity of the Central in the subsidiary, which affords access to Grand Central Terminal in New York. The arrangement will permit it to acquire substantially all of the 32 per cent of the Harlem's stock in the hands of the public. The plan has been approved by the stockholders of the Harlem, and its approval by

the commission is subject to its acceptance by stockholders of the Central.

**NEW YORK, NEW HAVEN & HARTFORD.**—*Reorganization Hearing Postponed.*—On September 9, Judge Carroll C. Hincks, of the United States district court at New Haven, Conn., adjourned hearings on the Interstate Commerce Commission's plan for reorganization of the New York, New Haven & Hartford until October 5, after urging a compromising of differences among the interested parties.

**PENNSYLVANIA.**—*Equipment Trust.*—Division 4 of the Interstate Commerce Commission has authorized this company to assume liability for \$5,790,000 of its series N equipment trust certificates sold by competitive bidding to Halsey, Stuart & Co., at an average cost to the road of 2.10 per cent. (Previous items in this column, issue of August 21, page 328, and August 28, page 361.)

**RUTLAND.**—*Reorganization Plan Approved.*—On September 8, Federal Court Judge James P. Leamy, at Rutland, Vt., approved the plan of reorganization for the Rutland dated August 8, 1942, formulated by H. F. Atwater and W. C. Ewen, who were appointed by the court to prepare the plan. Messrs. Atwater and Ewen and W. R. Austin, Jr., were appointed reorganization managers. The plan provides for a capitalization of \$2,500,000 of first mortgage 4 per cent bonds and 90,000 shares of \$100 par value common stock—after exchange of outstanding bonds. Of these, only \$2,457,750 of bonds and 85,560 shares of common stock will be issued. The road has been in receivership since May 5, 1938.

**WESTERN PACIFIC.**—*Reorganization Proceedings.*—Division 4 of the Interstate Commerce Commission has certified the results of votes cast by certain creditors to whom the commission's plan for this road's reorganization was submitted after its approval by the district court and the Supreme Court of the United States. The Railroad Credit Corporation, Reconstruction Finance Corporation and the A. C. James Company, holders of collateral notes, gave unanimous acceptance to the plan. Of the holders of first mortgage bonds, 99.48 per cent accepted the plan and 0.52 per cent rejected it.

## Average Prices Stocks and Bonds

	Sept. 14	Last week	Last year
Average price of 20 representative railway stock	36.53	36.54	27.58
Average price of 20 representative railway bonds	78.21	79.09	67.38

## Dividends Declared

Dayton & Michigan.—Common, 87½¢, semi-annually, payable October 1 to holders of record September 16; 8 Per Cent Preferred, \$1.00, quarterly, payable October 5 to holders of record September 16.  
 Mahoning Coal.—\$5.00, payable October 1 to holders of record September 21.  
 Meadville, Conneaut Lake & Linesville.—Reduced, 25¢, payable October 1 to holders of record September 20.  
 St. Joseph, South Bend & Southern.—Common (Irreg.), 50¢; 5 Per Cent Preferred, \$2.50, semi-annually, both payable September 20 to holders of record September 13.  
 Southern.—M. & O. Stock Trust, \$2.00, semi-annually, payable October 1 to holders of record September 15.



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## Abandonments

**BALTIMORE & OHIO.**—This company and the Buffalo & Susquehanna, lessor, have applied to the Interstate Commerce Commission for authority to abandon operation of and to abandon, respectively, a line from B. & S. Junction, Pa., to Du Bois, 4.94 miles, and to use the alternate B. R. & P. line between these points.

**CHICAGO, ATTICA & SOUTHERN.**—This road has been authorized by Division 4 of the Interstate Commerce Commission to abandon its line from Veedersburg, Ind., to West Melcher, 23.9 miles. The commission has reserved jurisdiction for a period of two years for the protection of any employees adversely affected.

**CHICAGO, BURLINGTON & QUINCY.**—In a proposed report Examiner Lucian Jordan has recommended that the Interstate Commerce Commission authorize this road to abandon a branch from Tecumseh Junction, Neb., to Rockford, 24.07 miles, and to abandon operation under trackage rights over a line of the Chicago, Rock Island & Pacific from Rockford to Beatrice, 8.41 miles, with the commission reserving jurisdiction for the protection of employees who may be adversely affected.

**NASHVILLE, CHATTANOOGA & ST. LOUIS.**—The Interstate Commerce Commission has further extended to October 22 the effective date of the order of Division 4 authorizing this road to abandon its line from Kingston, Ga., to Rome, 17.7 miles. A motion of protestants for reconsideration or rehearing as to value was overruled at the same time.

**READING.**—This company and the Mine Hill & Schuylkill Haven have applied to the Interstate Commerce Commission for authority to abandon operation of and to abandon, respectively, a 2.06-mile segment of the Mt. Eagle, Pa., branch.

## Railway Officers

### EXECUTIVES

**W. T. McHugo** has been appointed assistant to the vice-president of the St. Johnsbury & Lake Champlain—Montpelier & Wells River—Barre & Chelsea, with headquarters at Montpelier, Vt.

**Frank J. Fell, Jr.**, vice-president of accounting and valuation of the Pennsylvania and a member of the board of directors of that road, with headquarters at Philadelphia, Pa., whose retirement from active service was announced in the *Railway Age* of September 11, was born on July 29, 1878, at Philadelphia and attended Temple University. Mr. Fell entered railroad service in 1896 as a clerk in the office of the auditor of passenger receipts of the Pennsylvania, becoming statistician in

1909, and chief statistician in 1915. He was appointed general accountant in 1917, and in 1918 was promoted to assistant comptroller, becoming deputy comptroller in 1925 and comptroller at Philadelphia in 1927. He was appointed a vice-president on June 1, 1929, and was elected a director on September 13, 1933. Mr. Fell, who



Frank J. Fell, Jr.

is one of the most widely known and long experienced railroad accounting officers in the United States, has been active in the creation of modern railroad accounting practices and the simplification of methods and procedures. He has frequently testified as an expert in passenger fare and freight rate cases before the Interstate Commerce Commission, State Commissions and various courts throughout the United States, appearing not only for the Pennsylvania alone, but often for the railroads as a whole or for regional groups. In 1940 Mr. Fell received the National Office Management Association's "Fellowship Award" for eminent achievement in the business world. He was for many years a member, and also served as vice-president and as president, of the Railroad Accounting Officers Association, now the Accounting division of the Association of American Railroads.

### FINANCIAL, LEGAL AND ACCOUNTING

**C. C. Wimmer** has been appointed auditor of the Seaboard Air Line, at Portsmouth, Va., with jurisdiction over general accounting matters.

### OPERATING

**C. E. Hix** has been appointed assistant general superintendent transportation of the Seaboard Air Line, with headquarters at Norfolk, Va.

**E. O. Bagenstros**, trainmaster of the Atchison, Topeka & Santa Fe at Winslow, Ariz., has been transferred to Bakersfield, Cal.

**W. R. Olive**, division superintendent of the Seaboard Air Line at Raleigh, N. C., has been appointed general superintendent

transportation, with headquarters at Norfolk, Va., succeeding **C. E. Hix**.

**F. R. Weston** has been appointed trainmaster of the Chicago, Rock Island & Pacific, with headquarters at El Reno, Okla., succeeding **C. S. Minor**, who has been transferred to Little Rock, Ark.

**W. M. Taylor** has been appointed acting superintendent, Virginia Beach Lines, of the Norfolk Southern with headquarters at Norfolk, Va., to take over the duties of **L. B. Wickersham**, general superintendent, who is ill.

**Leon V. Lienhard**, whose promotion to superintendent of the Southern Kansas division of the Atchison, Topeka & Santa Fe, with headquarters at Chanute, Kan., was reported in the *Railway Age* of September 4, was born at Cuero, Tex., on September 26, 1891, and graduated from Texas A. & M. College. He entered railway service in 1913 as a draftsman for the Santa Fe at Amarillo, Tex. He subsequently served in various capacities in the engineering department, and in September, 1926, he was appointed acting roadmaster of



Leon V. Lienhard

the First and Canon City districts of the Colorado division, with headquarters at Pueblo, Colo., later being promoted to roadmaster. In 1929 he was promoted to division engineer, with headquarters at Slaton, Tex., and in 1931 he was appointed roadmaster, with headquarters at Pueblo. In July, 1937, he was promoted to acting division engineer at Dodge City, Kan., and later was promoted to division engineer at Arkansas City, Kan. In July, 1938, Mr. Lienhard was advanced to district engineer of the Northern district, Western lines, with headquarters at La Junta, and a year later, he was appointed trainmaster at La Junta, later being transferred successively to Chanute and Arkansas City, Kan.

**I. D. May**, terminal trainmaster of the Chicago, Rock Island & Pacific at Des Moines, Iowa, has been promoted to assistant superintendent of the Cedar Rapids division, with headquarters at Estherville, Iowa, succeeding **Richard E. Johnson**, whose promotion to superintendent of the Burlington-Rock Island at Houston, Tex.,





*After the last war—returning troops march up New York's Fifth Avenue*

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**W**AR is no sport of the gods, to be finished when they tire of its bloody game.

War is a chore of the people—to be fought by them, paid by them, won by them.

This war is our war—every one of us.

The longer it lasts, the more it will cost us—in friends and neighbors and loved ones wounded and killed, in personal inconveniences, in taxes, in a harder life for ourselves and our children.

We—and we alone, and that means all of us—are responsible for the length of time this war will last. The more we put into it now, the sooner it can be brought to a victorious end.

That means sparing no effort, no time, no money that can be put

in the field against the enemy *now*.

In particular, it means buying War Bonds literally till it hurts—buying them not just to be able to say, “I have done my bit,” but buying them to be able to say, “I have done my *best*.”

The Second War Loan Drive was over-subscribed—but not by “we, the people.” We, the people, bought only a minor share of all bonds sold. The major share was bought by banks and business institutions.

This Third War Loan Drive is ours—ours as individuals. It’s up to us to put it across.

Not just because it’s still another opportunity for a wonderful financial investment—for a chance to put our money where it’s absolutely safe,

where we can’t lose it, where it will return us four dollars for every three in only ten years’ time...

But because it’s an opportunity to help shorten the war by overwhelming the enemy with an avalanche of guns, ships, planes, tanks, shells and everything else that is needed for invasion *now*.

Isn’t this worth putting *everything you can* into the fight—*now*?

*Contributed to the Third War Loan Drive by*

**The  
American Locomotive  
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was reported in the *Railway Age* of August 7.

## TRAFFIC

**J. E. Haas** has been appointed general agent of the Lehigh Valley, with headquarters at Albany, N. Y.

**C. M. Evans** has been appointed agricultural agent of the Texas & Pacific, with headquarters at Dallas, Tex.

**J. S. Grimes**, assistant general traffic agent of the Norfolk Southern, has been appointed general traffic agent, with headquarters as before at Charlotte, N. C.

**P. E. Gross** has been appointed general agent of the Piedmont & Northern—Durham & Southern, with headquarters at Augusta, Ga.

**R. C. Merrow** has been appointed general freight and passenger agent of the St. Johnsbury & Lake Champlain—Montpelier & Wells River—Barre & Chelsea, with headquarters at Montpelier, Vt. •

**Ernest J. Vohs**, general eastern freight agent of the Alton, has been placed in charge of the road's freight traffic office now located in rooms 1712-14, Woolworth building, 233 Broadway, New York.

**Walter W. Van Note** has been appointed general agent (traffic) of the New York & Long Branch, with headquarters at Long Branch, N. J., succeeding **L. W. Berry**, who has retired after more than thirty-two years of service.

**Wanda L. Myers**, director hostess service of the Southern, has been appointed assistant to passenger traffic manager, with headquarters as before at Washington, D. C. **R. W. Plemmons** and **R. H. Lawrence** have been appointed district passenger agents of the Southern, with headquarters at Charleston, S. C., and Greenville, respectively.

**E. A. Schofield**, assistant general freight agent of the Baltimore & Ohio, has been promoted to general freight agent, with headquarters as before at Cincinnati, Ohio, succeeding **R. L. Galleher**, who has retired. **Lloyd W. Baker**, division freight agent at Dayton, Ohio, has been advanced to assistant general freight agent at Cincinnati, replacing Mr. Schofield, and **H. S. Smith**, division freight agent at Indianapolis, Ind., has been transferred to Dayton, succeeding Mr. Baker.

**E. F. Flinn**, freight traffic manager of the Grand Trunk Western, with headquarters at Chicago, has retired after 45 years service. Mr. Flinn was born at Maderia, Ohio, on September 14, 1878, and entered railway service on February 1, 1898, as a clerk of the Grand Trunk (now the Grand Trunk Western) at Cincinnati, Ohio. In January, 1906, he was advanced to commercial agent, with the same headquarters, later serving in that capacity at Pittsburgh, Pa., and Chicago. In 1911 Mr. Flinn was promoted to division freight agent at Chicago, and in 1920 he was ad-

vanced to general freight agent, with the same headquarters. On November 10, 1927, he was promoted to the position he held at the time of his retirement, effective September 15.

**Harry S. Zane**, assistant freight traffic manager of the Chicago, Milwaukee, St. Paul & Pacific, with headquarters at Chicago, has assumed the duties of **Thomas W. Proctor**, assistant freight traffic manager at Chicago, who retired on September 15. **Robert T. McSweeney**, assistant freight traffic manager and oriental traffic manager, with headquarters at Chicago, succeeds Mr. Zane. **Raymond E. Hibbard**, chief clerk to the chief traffic officer at Chicago, has been promoted to assistant to the chief traffic officer, with the same headquarters, a newly-created position. **Frank D. Basil**, a clerk in the oriental traffic department, has been advanced to export and import agent at Chicago, also a newly-created position.

Mr. Proctor was born in England in 1868 and entered railroad service in 1885 as a clerk of the Burlington, Cedar Rapids & Northern (now part of the Chicago, Rock Island & Pacific) at Cedar Rapids, Iowa. He later served at that point as a car checker and switchman and in 1892 entered the service of the Milwaukee as a clerk of the freight claim department. In 1897 Mr. Proctor was promoted to city freight agent, with headquarters at Minneapolis, Minn., and two years later he was advanced to traveling freight agent, with headquarters at Kansas City, Mo. In 1900 he was appointed assistant commercial agent at Chicago, and subsequently served as general agent, assistant general freight agent and general freight agent. During the period of federal control of the railroads in World War I Mr. Proctor was appointed federal fuel administrator, returning to the Milwaukee as general freight agent at Chicago in 1919. In 1922 he was advanced to the position he held at the time of his retirement.

## MECHANICAL

**B. L. Thompson** has been appointed mechanical inspector of the Canadian National, with headquarters at Montreal, Que.

**H. M. McInnes** has been appointed assistant to the chief mechanical officer of the Pere Marquette, with headquarters at Detroit, Mich.

**H. A. Rollwagen**, general car foreman of the Chicago, Burlington & Quincy at Omaha, Neb., has been promoted to assistant master mechanic, with headquarters at Chicago, a newly-created position.

**C. A. Willingham** has been appointed master mechanic of the Interstate, with headquarters at Andover, Va., succeeding **Richard Duval Smith**, whose retirement was announced in the *Railway Age* of July 3.

**Ernest Wadsworth Pearson**, assistant chief draftsman (car) of the Canadian National, has been appointed mechanical engineer (car), with headquarters as be-

fore at Montreal, Que. A native of Hull, England, Mr. Pearson entered railroad service in October, 1910, as a draftsman in the mechanical department of the Canadian Northern (now Canadian National), at Winnipeg, Man. In 1916 he was transferred to Toronto, Ont., and



**Ernest Wadsworth Pearson**

in March, 1919, he was appointed acting chief draftsman. Mr. Pearson was appointed assistant chief draftsman of the Canadian National at Montreal in 1923, shortly after the re-organization of that road. He was serving in the latter position at the time of his recent appointment as mechanical engineer.

**Peter Robert Broadley**, whose appointment as mechanical engineer of the Central of New Jersey, with headquarters at Elizabethport, N. J., was announced in the *Railway Age* of September 11, was born on March 6, 1908, at Alloa, Scotland. He was graduated from the Newark Col-



**Peter Robert Broadley**

lege of Engineering in 1932, and attended the Graduate School of Stevens Institute of Technology. Mr. Broadley entered railroad service on July 20, 1923, as a blue-printer of the Central of New Jersey at Elizabethport, and on November 3, 1924, was appointed special apprentice there, be-



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**R**IGOROUS service is being imposed upon motive power today as the stream of traffic moves at accelerated pace, in huge volume ★ Modern locomotives are bearing the major load of wartime demands. One reason for their satisfactory performance is the No. 8-ET Brake Equipment. Its operating characteristics — easy manipulation, and distinct flexibility — give the engineman a means to handle trains with remarkable smoothness. Cars and

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**WILMERDING, PENNSYLVANIA**

coming draftsman at Elizabethport on September 9, 1926. On December 10, 1928, Mr. Broadley left the employ of the Central of New Jersey to become draftsman, shop production, rail car and locomotive division, of International Mack Motors at Plainfield, N. J. He returned to the Central of New Jersey as draftsman at Elizabethport on August 5, 1930, and on November 1, 1935, became mechanical inspector, being appointed chief marine engineer at Jersey City, N. J., on April 1, 1940, the position he held at the time of his recent appointment as mechanical engineer at Elizabethport.

**R. R. Sneddon**, master mechanic of the New York Central at Jackson, Mich., has been promoted to assistant to the superintendent of equipment, with headquarters at Detroit, Mich. **C. R. Heming**, assistant master mechanic at Niles, Mich., has been advanced to master mechanic, with headquarters at Jackson, succeeding Mr. Sneddon.

## ENGINEERING & SIGNALING

**M. S. Miller** has been appointed acting engineer maintenance of way of the Reading with headquarters at Philadelphia, Pa., succeeding **F. W. Blitz**, who has been granted a furlough for military service.

**W. W. Boyer**, assistant division engineer, Buffalo division, of the Pennsylvania, has been appointed division engineer of the Panhandle division, and **R. H. Meintel**, division engineer, Eastern division, has been transferred to the Buffalo division.

**W. N. Rice**, track supervisor of the Illinois Central, has been promoted to division engineer of the Iowa division, west of Waterloo, Iowa, with headquarters as before at Waterloo. **J. H. Davis**, formerly division engineer of the entire Iowa division, continues as division engineer of the Iowa division, east of Waterloo.

## PURCHASES AND STORES

**Thomas J. Madigan**, chief clerk of the department of highway motor transport of the Atchison, Topeka & Santa Fe at Chicago, has been appointed general purchasing agent of the Santa Fe Trail Transportation Company (a subsidiary of the Santa Fe), with headquarters at Wichita, Kan.

**L. S. Myers**, assistant general storekeeper of the Northern Pacific at South Tacoma, Wash., has been promoted to assistant purchasing agent, with headquarters at Seattle, Wash., succeeding **R. J. Bennyhoff**, whose death in August was reported in the *Railway Age* of August 14. **C. F. McNeal**, material supervisor at St. Paul, Minn., has been advanced to assistant general storekeeper at South Tacoma, replacing Mr. Myers, and **W. K. Smallridge**, assistant district storekeeper at Brainerd, Minn., succeeds Mr. McNeal. **J. R. Stokes**, local storekeeper at Tacoma, Wash., has been promoted to assistant district storekeeper at Brainerd, replacing Mr.

**Smallridge**, and **F. E. Marvin**, stores foreman, with headquarters at Laurel, Mont., has been advanced to local storekeeper at Tacoma, succeeding Mr. Stokes.

## OBITUARY

**T. F. Sullivan**, master mechanic of the Southern Pacific Lines in Texas and Louisiana at Ennis, Tex., died at his home in that city on August 11.

**Walter S. James**, electrical engineer of the Erie, with headquarters at Cleveland, Ohio, died at his home in Shaker Heights, Ohio, recently.

**Howard L. Ingersoll**, former assistant to president of the New York Central Lines at New York, who retired from that position in May, 1940, died on September 13, at his home near Bedford Village, N. Y.

**C. G. Pennington**, general passenger agent of the Pennsylvania and the Long Island, with headquarters at New York, died by drowning on September 15 while surf bathing off Montauk, L. I., where he had been vacationing. Mr. Pennington was 57 years old.

**Calvin Oberdorf**, who was engineer of construction of the Florida East Coast during its extensive rehabilitation in the years 1920-30, lost his life in the derailment of the "Congressional Limited" on September 6. Born at Sunbury, Pa., about 55 years ago, Mr. Oberdorf was graduated *summa cum laude* in engineering from Bucknell University about 1908. Thereafter he was engaged in railway location and construction, principally on the Lehigh & New England and Lehigh & Hudson River. He was in the valuation department of the Southern from 1914 to 1919 and was, for a short time, assistant regional director, engineering, Southern region, United States Railroad Administration. Leaving the Florida East Coast in 1930, Mr. Oberdorf went with the valuation department of the Chesapeake & Ohio and in 1933 entered the service of the federal government, where he was continuously engaged up to the time of his death.

**Lieutenant-Colonel C. M. Turner**, general traffic manager of the Associated British & Irish railways since 1937, with headquarters at 9 Rockefeller Plaza, New York, died on September 10 at a hospital in New York, at the age of 60. Colonel Turner, who was born at Slough, Buckinghamshire, England, had a long career with the London, Midland & Scottish, having served at Euston station, London, as deputy assistant for overseas and continental traffic. During World War I he acted as railway traffic officer at Salonica, Greece, and later as deputy assistant director of railway traffic, with the rank of major. He was subsequently appointed assistant director of railway traffic, member of the Inter-Allied Railway Commission in Turkey, and general manager of the Anatolian Railway, with the rank of lieutenant-colonel, resuming his affiliation with the London, Midland & Scottish after the war.

In 1935 Colonel Turner visited the United States with British railroad officers, and on completion of the tour, he was appointed general traffic manager, in charge of all British railroad activities in the United States. During the New York World's Fair, Colonel Turner was active in obtaining for the British Railway Exhibit the Coronation Scot, famous train of the London, Midland & Scottish. When England entered the war in 1939, Colonel Turner closed the Associated Railways offices at Chicago and Los Angeles, Cal., and left the United States for London, England, returning to this country several months later to continue his work at the New York office.

**Harry P. Allstrand**, chief mechanical officer of the Chicago & North Western, with headquarters at Chicago, died suddenly at his home in that city on September 5. Mr. Allstrand was born at Council Bluffs, Iowa, on September 8, 1885, and graduated from Iowa State College in 1913. He entered railway service in 1903 as a machinist apprentice on the North Western at Missouri Valley, Iowa, and in 1907 he was promoted to machinist and later to



Harry P. Allstrand

foreman at that point. In 1909, he left railway service to attend college at Ames, Iowa, returning to the North Western after graduation in 1913, as a roundhouse foreman at Clinton, Iowa, later being transferred to South Pekin, Ill., Proviso, Ill., and East Clinton, Iowa. Mr. Allstrand was advanced to division foreman at Chadron, Neb., in 1918, and in 1919 he was promoted to assistant master mechanic at that point and later served as master mechanic at Chadron and at Eagle Grove, Iowa, Belle Plaine and Boone. In 1924 he was appointed efficiency supervisor, with headquarters at Chicago, and in 1926, he was advanced to assistant superintendent of motive power and machinery, with the same headquarters. Mr. Allstrand was promoted to principal assistant superintendent of motive power and machinery in 1929, and in August, 1939, he was advanced to assistant to the chief executive officer, being promoted to chief mechanical officer on December 1, 1941. Mr. Allstrand was a past president of the Western Railway Club in Chicago.